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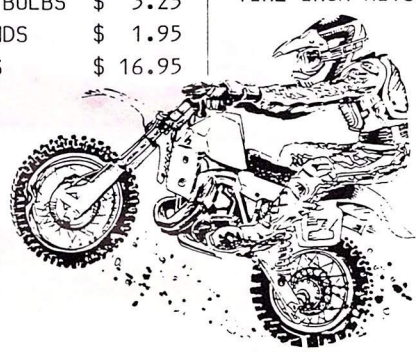
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Trail Rider

October 1989

Volume 19 Number 10

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On the cover: Kurt Hough crosses the plank bridge at the start of the Speedsville National. Kurt finished about fifth overall, Hawkins won, and you'll see more photos and coverage next month.

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The first dual sport ride in Jersey!

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Warning

This sport of off-road riding was not intended for people who get nervous about breaking bones or bleeding profusely, so be forewarned that injury is common and likely on a dirt bike. There aren't nearly as many dirt bike injuries as high school football injuries each year-that much has been proven-but because most people still believe that motorcycle riders are outlaws, and that the bikes themselves are "dangerous," we have to grit our teeth and curb our tongues every time somebody starts telling their story about their buddy who broke his leg and never rode motorcycles again. We know he should have kept riding, right?

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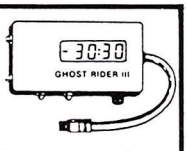
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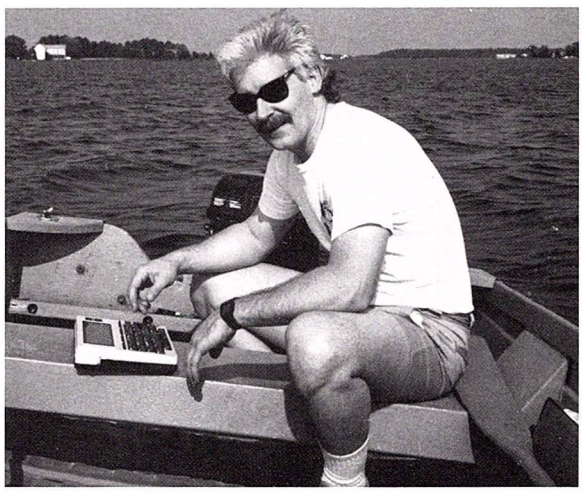
by Paul Clipper

Land of Dreams

Larry Madison woke up thinking of snow on the mountains. He had a dream about a light dusting of powder covering the tops of the Sawtooth Mountains of Idaho; and getting into his 15-year old Peugeot in the chilly air, coaxing it into starting, and driving to work while fighting a steaming windshield and a sticking choke.

There were many things wrong with this dream; things that made Larry scratch his head and wonder, there on the side of his bed. First off, Larry had never lived in Idaho, and only visited there once, in the middle of summer. He went to ride a dirt bike, a Yamaha IT250, as a matter of fact, and it was hot, dry and dusty. Secondly, Larry had never owned a Peugeot; but the car in his dream was so familiar, from the dirt-brown ratty exterior to the cigarette burns on the dashboard, he knew that car inside and out. Very weird.

Finally, snow was the last thing on his mind right now; indeed it was the last thing possible. Leaning over to look at the thermometer on the wall, Larry could see that it was 85 degrees out, and it was only six o'clock in the morning. The world was deep in the doldrums of August. It was hot and humid outside, the grass was brown and the trails were dusty. Larry shook the thoughts of snowy mountains out of his head and got dressed. Heat or no heat, he was going riding today.



He gathered up his stuff and worked his way out the back door, dropping bits of riding gear and spilling coffee on thewooden steps. When he looked up to scan the sky for rogue clouds and possible rain showers—relief from the intense heat—he half expected to see rugged mountain peaks being scoured by clouds. Instead it was nothing more than the wooded hills of Port Jervis, New York. *Not to say that's bad,* he said to himself, *at least it won't be dusty.*

No, dust would be the least of his problems. All summer long it had done nothing but rain; for the past week, as a matter of fact, he couldn't remember even seeing the sun, although it had to have stopped once or twice. *Mold* would be a worse problem than dust. Larry loaded up his aging Husky and pointed his pickup towards the western hills. A quick stop at the local "Depth-Charge Donuts" franchise left him contented as the proverbial cow, and he almost didn't react when he suddenly noticed that the car in front of him was an old, brown Peugeot. *Wait a minute, that's the car of my dreams* he thought to himself, and then quickly corrected the thought, since he'd never dreamed of owning a Peugeot before. Hell, he didn't even want one—never even knew what they were—but here was the exact machine in front of him, and he marveled over it until it turned off on a side road a few miles from his turn.

He was still dumbfounded by the sight when he pulled up to his usual parking area to unload. It was very odd, but a sip of bad coffee and the smell of the woods drove it out of his mind; because he was, after all, a trail rider, and had a very short attention span for anything that didn't run on premix.

He dressed quickly, trying to avoid drenching himself in sweat, and took off as soon as he could. He sat back and took it easy on the familiar trails, letting the wind cool him off as he warmed to the task. Weather never really matters when you're riding. You can get hot and sweaty in the dead of winter on a bike; in the summer at least you don't have those suffocating layers of clothes to fight with.

Larry daydreamed as he cruised along, thinking about the heat, the bike, the next bike he'd buy. He was thusly engaged when he passed a junction with a trail he wasn't familiar with, and he stopped quickly and turned around to check it out. It looked rather new, and with hardly a second thought he started down it; because after all, not one of us would do otherwise, would we?

The path went along downhill for a while, and a after a few miles he was deep in a rocky valley. Another mile farther in and the temperature suddenly dropped about 20 degrees, a phenomenon he was grateful for, but didn't find particularly strange, since the temperature always varies in the mountains, and maybe there was a thunder storm coming up. What he *did* find strange was the change in terrain. The loamy soil that was so familiar had changed to a gravelly, sandy sort of mix, and the rocks surrounding the trail started looking mighty peculiar, for New York.

They were bigger rocks than he was used to, and lighter in color. And, for a change, they weren't sticking out of the trail. Instead, the trail wound around between them. *Good thing, too,* he thought, since they were getting big enough to present a real problem to his old bike.

Now the route started ascending, and within a short amount of time he was laboring up the snaking trail. The rocks were getting bigger, and the vegetation was getting sparser, which struck him as very odd, since there wasn't a peak between there and Mount Washington that was above treeline. The ground kept getting drier, too, and he hadn't seen dust since last year's drought. Still, he was kicking up a fair cloud as he rolled along.

Finally the trees parted and Larry found himself climbing the last few yards to an obvious dead end at the top of the peak. Now he was thoroughly confused. The top of the mountain was rough and jagged, and no vegetation was visible on the top. It was almost like a desert; but the strangest part was the view: all around him were jagged, broken peaks jutting out of green valleys, the highest sprinkled with snow. The cold wind made him shiver, and he took off his goggles and rubbed his eyes, but still the grand view never changed.

He couldn't close his mouth, he was so dumbfounded. To give his aching brain a rest, he looked around the ground nearby and spotted a pile of rocks with a book, wrapped in plastic, at its base. It was the kind of book hikers or mountain climbers leave in remote places, and you sign and date them when you visit the spot. He opened it to the last used page, just out of curiosity, and was stopped dead in his tracks. There, in the middle of the page, was his name, in his handwriting, dated the day before.

He carefully wrapped the book back up, took one last look around, and headed back down the trail. Through the rocks, down the dry wash, and into the woods again. Soon the trail turned tacky, joined up with the original trail, and before long he was back at the truck. He loaded up quickly, and drove off without getting changed.

All the way back, he kept looking over his shoulder and scanning the rear view mirror, to see if the hills were actually changed to mountains, but of course they weren't. At home again, he unloaded everything and sat down in the cool gloom of the garage, and finally took a long breath.

"There you are. It *is* you." said his wife, Freida, when she peaked into the garage. "That was a short trip. Where did you go riding?"

"I...I'm not really sure..." came his hesitant response.

"Well, you must not have had a very interesting time!" she snapped back, and turned to return to weeding the garden, peeved at his lack of communication skills. "Maybe you just *dreamed* about riding!"

He stared long and hard at the spot she'd just vacated by the door, and didn't get changed for quite a while. □

Mail Entry

HAPPY FREELANCER

Dear Mr. Bossman,

Just got your shipment of one larger TR t-shirt and numerous stickers and I am delighted! Not only do you put out a fine magazine, but you're a nice guy, too! I immediately scurried out and slapped a sticker on my new XR250's fender, fired her up, and noticed an immediate increase of at least 10 horsepower and major improvements in handling. Intrigued, I slipped on the t-shirt, looked in the mirror, and had to get a tape measure to confirm my suspicions—an increase in bicep measurement of four inches and an increase in chest by at least six inches! Say, have you got any ------ with the TR logo on them?

Dan Anderson
Dallas Center, IA

Thanks Dan, we're going to leave your last line up to the imagination of the readers, and no, we don't have any. We are thinking, however, of printing tank tops with the TR logo for all the ladies out there.

GUNS AND MONEY

Dear Editor,

Jeez, am I bummed. Right there on page five of your August issue is my buddy, pal, and ex-partner Aldo with some guy with a hairpiece and a scared look on his face; and not one word about, nor fabulous quote from, the Z Man in the whole article.

And don't knock Indian Dunes. What other riding area had its own air force?

Dick Brass
Helper, UT

Although most of the TR readers may be mystified by your references to Al Zitta, I know exactly what you mean. He is a unique being on this planet (style captured somewhat in that photo), and deserves closer examination. I've always strayed away from personality pieces on local folks (or even famous national folks) because I find them to be disturbingly ego-serving and only interesting to the relatives of the person featured, but we have many interesting characters here in the east, and I may one day use some ink in exposing them. Maybe the premise will be more a feature on the person's toys—like Bill Haas' Bultaco collection, or Joe Morel's Huskys, or yes, Al Zitta's weapons. Stay tuned...I'm starting to get interested....

THE EASTERN DILEMMA

Dear Paul,

Here I am, all pumped up for racing, the week after an excellent Unadilla. Now I find out that Foggy Mountain is canceled. What now? I could go riding in the illegal places and risk being chased by the cops, but at 31, I'm getting sick and tired of the game. There's nowhere legal to ride. Griffin Vehicle Service has a sign asking for money to help ECEA lawyers prevent land closure. What's the deal with the lawyers? I'd donate if I knew it would help.

Dennis Black
Central New Jersey

Lawyers are a necessary evil anymore, and the ECEA (and NETRA as well), occasionally have to hire lawyers to get advice and assistance for fighting negative legislation and spot problems with land closures. Although there is nothing heavy going on right now against the ECEA, they are involved in informal talks with the NJ Fish and Game Division on the possibility of opening Fish and Game lands to riding once more. ECEA maintains a legal fund, and as they need it, they use money from the fund to forward our cause, and they replenish the fund as they can. If you make a donation to the fund, be assured that it is put aside to help keep riding land open, and no other use will come of it. Contact the ECEA at the address below.

US? MISTAKES?

Dear Trail Rider,

In reading your August issue I noticed a mistake in your story on the Ridge Run enduro. You showed a picture of Delaware Enduro Rider Steve Aretz on page 18. This was indeed a DER member, however it was my son, Steve Marando, Jr. It's understandable how the mistake was made. These guys are both good friends, both named Steve, both DER members, and they both usually ride on the same minute. The only difference is that Steve Aretz rides the 125A class and my son rides the 250B class.

Ellen (Marando) LaRouche
Newark, DE

I have an easy solution to the problem—have you considered adoption? Seriously, now, we're really sorry for the mix-up, and promise that the next time we run a photo of Steve Aretz, we'll put Steve Marando's name under the picture. Fair enough?

BELATED PRESENTATION

Dear Clipper,

Please accept my apologies for the late mailing of this shirt. Gary and I had these made up before the Leon Dube and they were to be presented at the Leon Dube party. Hawk McAlpine informed us of your travels to Peru, therefore missing the Dube. I missed roasting you and presenting the shirt, as I was M.C. for the night. The shirt is only a small token of our appreciation for what you personally have done to promote the Dube through your contacts and *Trail Rider* magazine.

Allen "Wolfman" Tucker
Bedford, NH

Now I'm sorry I wasn't there! Would you believe this is the first time I've ever been presented anything (the shirt in question is an MVTR/Leon Dube riding jersey with an illustration of Ed Hertfelder on the face of a postage stamp printed on the front. The illo appeared in a few issues of Dirt Rider *magazine). I really am humbled by this, after all, what I've done amounts to diddly compared to the work you guys go through putting the event together, but thank you very much; I'll wear it with pride. And, I'll have to make a stronger effort towards coming up to ride your event next year.*

GOOD IDEAS

Dear *Trail Rider*,

How about an article on generic setup on bikes for non-racing and beginning riders? This could include gearing down, softening suspension, shortening suspension, tuning for hot starting, low and mid-range power, and low noise. All of the above would be thinking of east coast conditions as opposed to west coast.

Robert King
Feeding Hills, MA

Good idea, although we like to think that we already set bikes up with the east coast in mind. As far as beginning rider or trailbike setup tips goes, okay. Look for an article or two this fall.

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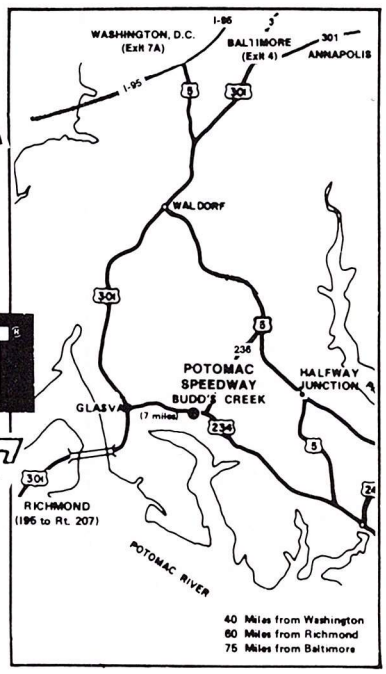
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"NO SCAFFOLDING"

Eastern News

GREYLOCK RESCHEDULED

The NETRA Greylock hare scrambles was postponed on July 16th, due to high water, but it's still on. There's not a whole lot of time to make plans, but the event will happen on October first, as long as the crick don't rise. Contact the NETRA office for directions on how to get there.

NETRA NEEDS HELP

NETRA has a legal defense fund known as the Legislative Support Fund. They have used it recently to defeat the controversial GOALS committee, which was intent on restricting trail use in the Wrentham, Foxboro and Franklin State Forests. NETRA hired a legal firm to fight the action and forced the GOALS plan back to the table, but that is definitely not the last time we'll see it. In one shape or the other, politicians are every day searching for "safe" little problems they can handle—for maximum exposure and minimal risk to their jobs—and unfortunately trail riders are perceived as one of those problems.

So NETRA will need financial support, and it is grateful for any donation anyone would like to make to the Legislative Support Fund. NETRA will even recognize your generosity in the monthly NETRA News, and most importantly, you'll be preserving our riding privileges. Send any donations to NETRA, P.O. Box 478, Ellington, CT 06029.

STATE RECOGNIZES CLEANUP

The New Jersey Department of Environmental Protection sent a notice of congratulations to the Burlington County Federation of Sportsmen's Clubs in recognition of a good job at the clean up reported in the July issue of *Trail Rider*. The Pinelands Commission also noted the event, and kudos were also tendered by State Representative Jim Saxton and Fish and Game Division Director George Howard. We've also been told that the BCFSC won some sort of an award for the cleanup, and notice of it was written into the federal record at a congressional meeting.

The East Coast Enduro Association wasn't directly mentioned in all this, since the BCFSC was the sponsoring organization, but all involved know well that we were there. Clean-up details are good public relations, people; don't be afraid to get involved and show the world that you care about the woods we all ride in.

BIG NATIONAL

Rarely do we mention motocross in these pages, but later this month there will be an event locally that is definitely worth checking out if you're keen to spectate. Potomac Motocross in Budds Creek, Maryland, is hosting a 125cc/500cc AMA Pro National MX, and it should be a wild show. On that day you will see Rick Johnson and Jeff Stanton from Team Honda, Johnny O'Mara and Eric Kehoe from Team Suzuki, Jeff Ward and Ron Lechien from Kawasaki, and Micky Dymond and Damon Bradshaw from Team Yamaha.

Also, by that time MX rider Trampas Parker will be 125cc World Champion, and the Budds Creek facility has made arrangements to bring over Trampas and Jean-Michel Bayle to help celebrate the occasion. This could be Trampas Parker's first U.S. appearance after his winning season, so it will be an auspicious occasion.

The date is October 8th, with amateur racing on the same track the day before (Saturday, Oct. 7). Potomac MX is right off Route 301 at Budds Creek, Maryland; and for ticket information you should call (301)475-2000 right now.

READING HARE SCRAMBLES

The Reading Off-Road Riders are having a hare scrambles this year, and they want everyone to know about it. It will happen on Sunday, October 1, at the Pagoda M.C. club grounds, but they will not be using the Pagoda course. The R.O.R.R. people promise they'll be building their own course, so it should be something new and different.

To get there, look at the map and find Birdsboro, PA. Directions will be arrowed from Route 422 and Route 82 near Birdsboro. If you need more information, call (215)926-3181 and tell them *Trail Rider* sent you.

NEW MAG COMING

What is it about New England? This area seems to breed magazines. The latest offering is a bimonthly called *The Old Bike Journal*, being printed by TAM Communications, Inc. Buzz Kanter, President of TAM, said in a news release "We are bringing out the magazine to help enthusiasts find the bikes, parts and services they need, as well as cre-

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)
RD 1, Box 93
Columbus, NJ 08022
(609)298-5201

Virginia Championship Hare Scrambles Series (VCHSS)
114 Holloway Drive
Smithfield, VA 23430
(804)255-4620

Pennsylvania Trail Riders Association (PATRA)
Box 77
Thomasville, PA 17364

Potomac Motocross
P.O. Box 156
Budds Creek, MD 20650
(301)475-2000

Racer Productions (AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

North Carolina H.S. Series
P.O. Box 338
Fayetteville, NC 28302
(919)867-5219

American Motorcyclist Assn.
P.O. Box 6114
Westerville, OH 43081-6114
(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)
P.O. Box 1935
Roswell, GA 30077-1935

New York Hare Scrambles Series
(315)682-8017

WET AND SLIMY AT THE GYPSY MOTH

With the cancellation of the Gypsy Moth enduro, the Salmon River County Riders in Connecticut found themselves with a date open and nothing to do. Since the New London Motorcycle Club wasn't planning to do a hare scrambles this year, even though they had a location available, the two clubs got together and the Gypsy Moth hare scrambles was born.

The event was run from New London's traditional location on the 18th of June, and it was traditional New London—slime, rocks and water! Last year, the spot proved to be all that Blackwater always promised to be, and this year wasn't much different. Scott Brothers slammed through six laps of the course before everybody else, and was given the overall trophy. Five minutes and 44 seconds behind him was Rick Claxton on his Kawasaki KX, and four seconds behind him was Nathan Martel, riding in the B class on a 125 Suzuki. Jack Hazelwood was fourth overall, riding a 125 Honda, and Bob Bennett was fifth on an Open class Honda.

Steve Wall topped the 200 class on a KDX, the only A rider entered in that class, and Peter Ruggiero was the master of the Senior class, doing five laps on his KTM 250. John Campetti topped the Super Seniors, also on a KTM.

The Four Stroke class was nabbed by Pat Wolf, riding a Husky. The Juniors and Minis were treated to the same basic course, and John Hansen topped the Juniors, logging seven laps on his Kawasaki. The Mini class fell to P.J. Peculis, also riding a Kawasaki.

Not everybody was all that complimentary towards the New London/Salmon River course, but there's no accounting for the weather, which we all know has been extremely wet this year. Still, the SRCR deserves a round of applause for not sitting on their hands when the State took away their riding land, and the New London club deserves the same for volunteering their location. Having and extra race on the schedule is something we can never complain about! Good job, one and all!

What's On

September

9/17 Jeff's Turkey Run
New Boston, MA
9/17 VCHSS Stoney Broke H.S.
Middlebrook, VA
9/17 Michaux Enduro
Shippensburg, PA
9/23-24 Buckeye GNCC
Waterford, OH
9/24 Pagoda D-6 Hare Scrambles
Birdsboro, PA
9/24 Mohawk Enduro
Adams, MA
9/24 Moonshine Enduro
Brandonville, PA
9/25-30 Int. Six Day Enduro
Waldurn, West Germany

October

10/1 VCHSS Blue Ridge H.S.
Martinsville, VA
10/1 Greylock Hare Scrambles
Windsor, MA
10/1 Reading Hare Scrambles
Birdsboro, PA
10/1 Tri-State Turkey Run
Winchendon, MA
10/7-8 Mount Morris GNCC H.S.
Mt. Morris, PA
10/8 Sandy Lane Enduro
Green Bank, NJ
10/8 CATRA II Hare Scrambles
Fishouse, NY
10/15 Little Rhody National Enduro
West Greenwich, RI
10/15 VCHSS Peninsula 100 H.S.
Newport News, VA
10/21 Sleepy Hollow Jr. Enduro
South Central, MA
10/22 Sleepy Hollow Hare Scrambles
South Central, MA
10/28-29 Pumpkin Run GNCC H.S.
Tarentum, PA
10/29 Delaware Enduro
Bear, DE

thusiasts find the bikes, parts and services they need, as well as create a market place to sell their spare bikes and parts."

The magazine will consist primarily of classified and commercial ads for the owners of motorcycles, sidecars, motorscooters, 3-wheelers and collectible bicycles, and they also pledge to publish listings of motorcycle-oriented events and activities. To do so, they encourage club members to contact them, offering free club listings to subscribers.

It sounds like just the thing to help fuel this vintage bike mania that's now sweeping the country—hey, maybe they can help us get parts for our Project Penton! Anyhow, the subscription mailing address is *The Old Bike Journal*, P.O. Box 391, Mt. Morris, IL 61054; while editorial offices are at 6 Prowitt Street, Norwalk, CT 06877. Subscriptions go for $15 for one year (6 issues), including three free 100-word ads. Canadian subs are $18 plus $5 postage and handling (in U.S. funds). To the publishers, we say *welcome!*

CLOSE FIGHT IN JUNIORS

Hopefully, somewhere in this issue you will find a story on the NETRA Tri-State enduro; well, here we'll tell you about the Junior enduro that happened just the day before. Bill Dakai aced the Junior class there, dropping a low 14 points and blowing away the rest of the class. John Hansen finished second to Dakai with 22 points, Mark Ritch had 24 and John Allen finished with 26. Dan Plourde finished in the top five with 29.

The Mini class saw a close battle between Chris Firth and Will Doherty, with Will finishing on top with 26 points, and Chris scoring 28. Tim Cahill dropped 31 points, followed by Paul Rose with 37, and Douglas Flint with 39. Both Dan Plourde (in the Junior class) and Doug Flint were the top finishing B riders, while the top four finishers in both races were A class pilots.

MORE NEW BIKES

When you get to the inside of the book, you'll see that we took a quick ride on Kevin Hines' new 1990 KTM 250, and lived to tell about it. Well, next month we'll have a ride impression on two new Husqvarnas—that's right, the brand-new machines with the Marzocchis upside-down forks and everything. Look for it next month in *Trail Rider*!

ENTER NOW!

Hey! If you missed it last month, there's still time to enter! Enter what? Why, the *Trail Rider* second-annual Acerbis Giveaway contest, that's what! We started a new subscription contest last month, in which you can win a set of Acerbis plastic for your bike, and entries are pouring in! We don't know what page number the contest entry is on (hey, the mag isn't together yet!), but find it and enter!

Now, we can't tell you to subscribe when you send this entry in, as a matter of fact we have to make it clear that *no purchase is necessary*. The guy who won our last contest didn't subscribe, because he was already a subscriber. Maybe you are too; fine! Get a friend to subscribe, or send in an early renewal, so you don't miss any future issues. In other words, there's no obligation, but don't be shy with the checkbook, okay? □

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KAWASAKI '90

Everybody knows the KDX200 is probably the most popular trailbike ever made, but the KDX is not going to be making as much news as the KX bikes next year. For 1990, Kawasaki has made some engine improvements to the KDX (new piston type, bigger engine mount bolts, new kickstarter ratchet), and made the seat firmer. Nothing earth-shattering, but it'll still be a great bike for a suggested list of $2849.

The big news will be the KX125 and KX250. Both of these 1990 bikes will be using a new perimeter frame that is actually quite wild. It features a pair of box section downtubes coming off the steering head that continue unbroken straight down to the foot pegs. It's easier to visualize this if you can imagine the gas tank sitting down between the two down tubes, which it does. It is supposed to be an incredibly strong, rigid design, and it certainly looks it.



Also, the KX line will come with upside-down cartridge forks, and they should work well, since Kawasaki had the presence of mind to not use them as OEM parts until everybody else worked the bugs out of them. Numerous other improvements stud the 125 and 250; the KX500 has received the upside-down forks and a heavier flywheels, but remains largely unchanged.

You're going to see a lot of these KXs in the woods, although we can see one problem already for the aftermarket people to work out—the KX250 tank holds only 8.5 liters of fuel (2.25 gallons), and that perimeter frame may be a real bugger to mold a new tank around. Prices? The 125 lists for $3249, the 250 for $3899, and the 500 is $3999.

BARSTOW TO VEGAS?

Yep, we still get fliers in the mail about B to V, but now we're getting info on the popular Dual Sport ride, for street legal bikes only. This year's ride goes from Tujunga, California to Barstow, CA, on Friday, November 24; and then from Barstow to the Hacienda Hotel in Vegas on Saturday, November 25. The two day entry costs $50, and the awards presentation at the Hacienda will be hosted by the east coast's own worst-enduro-rider-in-the-world, Ed Hertfelder.

For entry information, contact D-37 Dual Sport at 3550 Foothill Blvd., Glendale, CA 91214; (818)249-2141. If you write to them, please send along a self-addressed legal envelope with 45 cents postage on it.

NEW FRENCH SAUCE

While we were in Peru for the Incas Rally, we couldn't help but notice a new two-stroke oil we'd never heard of. The name of the oil was Ipone (pronounced "E-pon"), and it appeared to be quite popular, since you couldn't hardly find any other type of two stroke oil, other than Shell plain wrap. It came in a brilliant white, red and black container, and soon became the oil of choice, since it didn't have any problem with plug fouling at the high altitude and seemed to do a good job of lubricating—there were no seizures reported with it.

Well, we're back in the States, and Ipone literature is everywhere, since our old friend Dick Kryder, of Smith Sport Optics, is a sales rep for the Ipone company. If you want to find out what makes Ipone a popular oil in Europe, get in touch with Dick at 903 Professional Drive, Napa, CA 94558; (707)224-3809.

LOOSE MOOSE

Moose racing has also moved. East? Well, no, but we're running out of news space up here. Anyhow, they moved from Littleton, Colorado, to Sedalia, in the same state. The new address is P.O. Box 412, 2595 North Highway 67, Sedalia, CO 80135; (800)MOOSE-IT). They make flywheel kits and performance powervalve spring kits for a number of bikes, and they claim to be head and antlers above the rest, which must be true, since their products aren't too deer. Stop by their place for trail riding, daily at 4 P.M., May through October.

PROTECT YOURSELF

If nothing else, 1989 is going to go down in history as the Year of the Lyme Tick. Deer ticks, as tiny as a pin head, are carrying Lyme disease in this country, and there has been quite a bit of hysteria about the whole situation. It's pretty easy to pick up the ticks, especially in mountain areas of the north east, but it's *not* all that easy to catch the disease. In order to infect you with Lyme disease, the experts say, the tick has to be sucking on you for 12 to 24 hours, and you'd have to be pretty laid- back to not find a tick in that time.

Still, it pays to be cautious; folks we've known that have had the disease claim it's not all that much fun. Use insect repellent on your riding gear, something like Deep Woods Off or other spray said to fend off ticks, and protect your skin if you're pitting for an enduro rider. And, when you're done riding, drown the buggers with a good, hot shower. You'll feel better, and we will too!

HUSQVARNA '90

Yes, Virginia, there is a Husky. Cagiva North America is attacking the market head-on once again, although you will not find any more machines with the Cagiva name on them. Their dirt bikes are Husqvarnas, including the motocrossers, and the street bikes are Ducatis, and that's it.

For us woodsy types, there will be two brand-new machines—the 125WXE and the 250WXE. Basically, they are both created from the Cagiva motocross engines, although they have been set up for low-end and midrange power, and are fitted with six-speed gearboxes. The frames are all new, with a removable rear subframe holding up the traditional Husky-style fender/taillight, and the wheels are also borrowed from the old Cagiva. The front brake is a disc, and the rear is a drum; CNA claims they did this more for reliability and simplicity than any other reason.

The most exciting feature of the new enduro bikes is the Marzocchi suspension, which, test riders have told us, is very supple and smooth-working, perfect for woods riding. It would be a real treat to have an enduro bike that doesn't need suspension work right out of the box.

For the Open class/Four-stroke class, there will be a 510TE four stroke, which uses basically the same Husky four stroke engine, with new cases and some internal changes. The frame on the TE is new, and it uses the Marzocchi woods suspension. The 510 is supposed to list for $4350, the 250WXE is $3850, and the 125WXE will be $2750—priced to compete with the KDX200, we assume.

There will also be a line of Husqvarna motocrossers available, modeled after the very competitive Cagiva 125 and 250WMX. Funny, everybody who has owned one of these Cagivas has said it's the fastest MX bike around, but they just don't seem to be very popular. Anyhow, for 1990 the Husky MX bikes will use full White Power suspension parts and a rear disc brake. There will also be a 510cc four-stroke MX model as well. Prices on the motocrossers weren't available at press time.



THE CHAMPIONS

"I've used Maxima racing oils since I was 13 years old. I want every edge I can get. Using any other oil in $40,000 factory bikes could mean giving that edge to someone else." *Ron Lechien*



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Sneak Preview

KTM's 1990 250!

It's a whole new engine, Leroy!

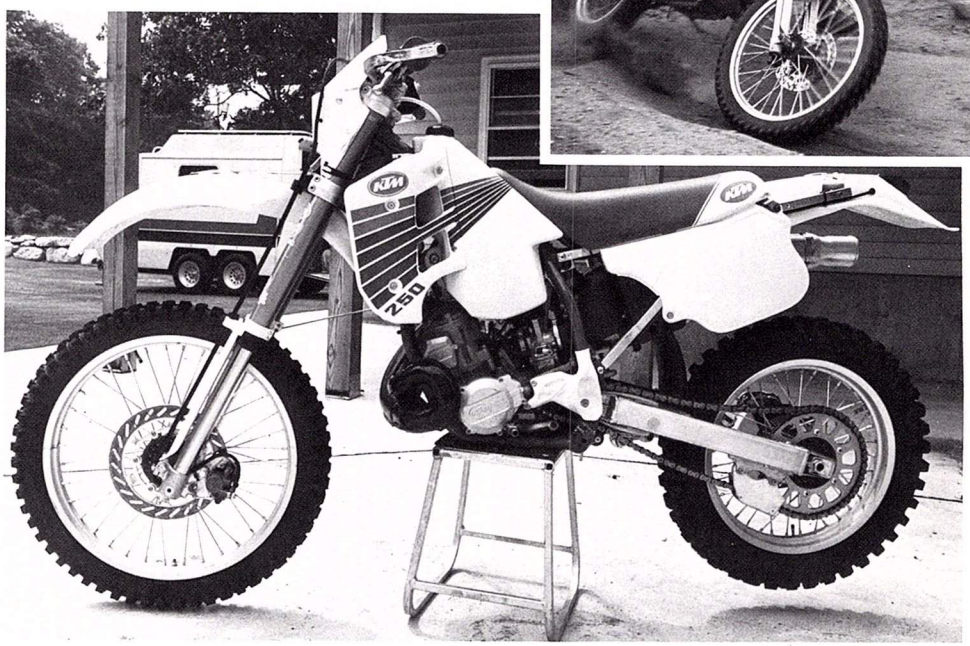
by Paul Clipper





Kevin Hines rips up the trail in Myles Standish State Forest. The horsepower is awesome—we must be approaching the output limits for a 250cc machine by now.





Buzzard's Bay, MA

It sure is different."

"Yeah. But good looking, too."

"Look at that rear subframe. Isn't that wild?"

"That polished square aluminum channel looks like the stuff you get in K Mart. I can see that it's strong. But look at the clutch cover—and the cable goes into the cases on the other side!"

"Yeah. And the mag case is tucked in real close...on a case-reed engine, can you imagine that...?"

"The whole thing is so low to the ground. Look, I can sit on it and touch both feet to the ground!"

"The bars are lousy, though. They're the same aluminum ones, but they changed the bend. Now they feel like Yamaha bars."

"Yep. You're right. But the seat feels good. You say the suspension is completely different?"

"Completely. A whole new cartridge assembly in the forks, new valving both ends."

"And this shift lever. I hear they changed to a right side kick to cure the sticky shifting problem and make the clutch actuation work better—they spread everything out so it wasn't all packed into the left side of the engine."

"You're right. They changed the shift mechanism completely, and the clutch actuation mechanism as well. I peaked into the oil filler and the clutch looks entirely different."

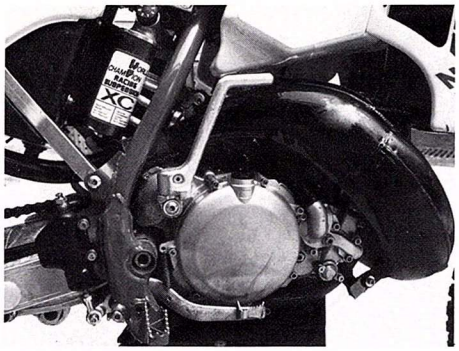
"Wow. It looks really good. I wonder what it works like?"

"Don't know. I guess we'll have to ride it."

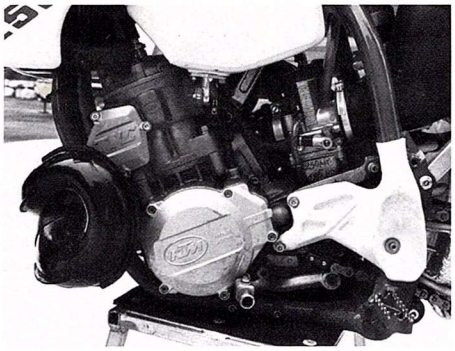
"Well, if you insist...."

The conversation was between Kevin Hines and myself, and the subject was the new 1990 KTM 250E/XC that was leaning against the wall of his garage. He'd just picked it up from the airport yesterday afternoon, and was starting to test it and dial it in for the upcoming Nationals. I just *happened* to be in his neighborhood for the Thomaston Dam hare scrambles, so I dropped by to give it the look-see.

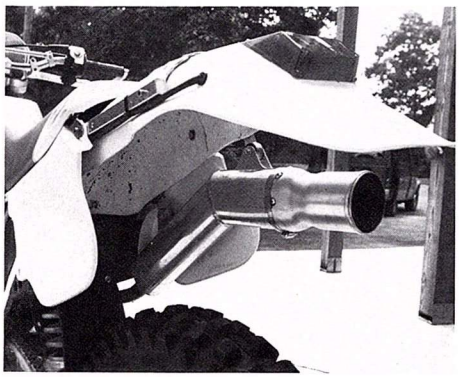
Shortly after we got tired of poking and prodding, we suited up and went for a trail



Right side of the engine shows the new kicker location, and an easy to remove service cover on the massive clutch. That little cover plate on the bottom front of the engine is for the adjustable powervalve—they say you can set the powerband to whatever you want. We didn't fiddle with it.



The shifter sits low, hooked to an ultra-smooth shifting mechanism. The mag cover hides a new ignition, and yes, there's no more kickstarter on the left. The clutch cable snakes into the cases and connects internally.



The new shock is shorter, and changed internally to suit the new linkage. Huge L-shaped muffler has a good exhaust note; the rear subframe is now polished aluminum.

ride. After we got way back in the woods, Kevin handed it over and I attempted to put in a few hot miles...well, as hot as they get for me, considering whatever bike Kevin's riding he simply disappears on. I actually had no idea that my bike could go that fast....

But the KTM was different, and certainly much better. Rearranging the engine configuration definitely straightened out the shifting. Gone is the notchiness and generally stiff feeling that we've all come to know and expect from KTM 250s. The new shifter throw is about half as short as the old one, and all it takes is a touch to get it to the next gear. Wide open or with the throttle chopped, it didn't seem to make any difference; and I never managed to miss a gear, but then I was being very careful with the bike.

The clutch is also good. It doesn't seem to drag, which is a first for a KTM. I could actually just pull in the clutch and give it a half-hearted kick and the bike would light right up. Unless your '88 or '89 is perfectly set up and adjusted, clutch drag is going to prevent you from getting a first-kick start. This bike felt, well, like a Japanese bike.

That right-side kickstarter also seems nice, although purists (myself among them) will lament the loss of the left-side kick. Being on the right side, the lever is set somewhat lower in the cases, the lever is shorter than the '89, and it just seems easier to push through. All it took was a gentle stab on the lever, and the fire was lit. No longer will you have to *stand up* on the lever, just to push it through.

It's hard to pin down exactly what the power is like on this engine. The easy part is to say it's smooth, but the old engine was smooth. We used the phrases "electric motor" and "seamless power" to describe last year's engine, and now we're going to have to come up with words that mean the same thing, only more.

It has a lot more power than the '89 engine, but the delivery is so deceptively smooth it's unreal. The bike revs fast, but controllably; and although the power comes on so strong in the midrange, it is not at all peaky. There's a new silencer on the bike, and it makes a throaty growl like a 350 when you open the throttle, and the power builds from zero very quickly and deceptively. If we didn't know better, we'd think it was a short-stroke big bore. Great enduro power.

The seating position was nice and low, and dabbers are going to appreciate that. The seat itself felt perfect, which would also be a first for KTM. Both of us hated the handlebars, but they are easily changed. Some people actually like that handlebar bend, though.

We couldn't evaluate the suspension. During the ride, it felt like the valving was pretty close—the damping felt better than the '89 stocker—but for some reason it was really stiff and aggressive. When we got back to the garage Kevin checked out the markings on the forks and shock, and found out that the factory had sent the bike over with the 1990 motocross suspension on it (they probably didn't have any suspension pieces with enduro valving in stock at such an early date). That was a shame, because just how the new suspension works is going to be a big issue with all of us.

But that will have to wait until we get a production model for a test. Right now, our initial impression of the new engine is quite good. You can tell that the KTM engineers spent a lot of time working out the little details—like shifting, starting, and the clutch—and these little details are what's going to make the difference. So far, they get an A-plus for powerplant; now let's wait and see what the new suspension feels like. □

Enduro, Hare Scrambles and Trail Riding Headquarters

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ECEA Round Seven

SHOTGUN RUN

Roy Cook nabs a Pennsylvania mudder!

by Paul Clipper



Roy Cook eases into the slop on his way to the overall win. They've had plenty of rain in Pennsy this year!

Hobbie, PA

It looked like a great ride. Forget about all the rain we'd been having; the day was sunny and bright, and I was entered on the first minute of the run, along with Jeff Rosenberg and the Agonis brothers from Central Jersey. My suspension was freshly buffed, and I was ready for a real rock run, and just dumb enough to enter an enduro again.

Doing so is in direct violation of my personal code, since competing as well as covering an event is a direct conflict—you can't do both at once. Even so, our minute smoked off in the morning, all of us with time cards and ready for battle.

It felt good. I hadn't had a timecard on my bike since early in the spring, and after two weeks out of the country I was ready for some exercise. I tucked in behind Jeff in the woods, and hung on him like glue, loving every minute of it. The Shotgun was new to me; it hadn't been run for a number of years, while the High Mountain Dirt Riders went through a membership crunch. In the old days, it was known as the "Beehive of the mountains," a very easy run, and they sometimes had 500 riders in attendance. This time, they promised a good ride, not too long, not really easy. Just a fun, Pennsylvania ride.

We were having fun, so far. The club was flirting with us in the first ten miles, running us off the road and into the woods at possible mileages, and then through the woods for a bit before running back onto the road and into timekeeping mode again. It was a hurry up and wait kind of deal.

Finally, we slithered into the wet woods and hit the first check. Three miles tot he next possible, and the woods really were wet; kind of a slimy coating on the ground, mixed in with bits of shale, but since we were the first minute, there weren't event tire tracks in front of us. Jeff was leading on his 125, and I was honking along on a 250 behind him, and we were having fun, no doubt about it.

Three miles, practically to the foot, and here was the second check. Hit it on the top of the minute and go; still flying through the trees, jumping little puddles and ditches of water. I was just starting to think about how nasty this trail was going to get for the later riders, when suddenly it *did* get nasty. Hmmm...this was strange. All of a sudden, Jim Smith senior was in front of me on his Honda Reflex-engined CR500...boy, he must be lost...no! Wait a minute, there's Chris Smith right in front of him, and some other guy I don't know! *I'm* lost!

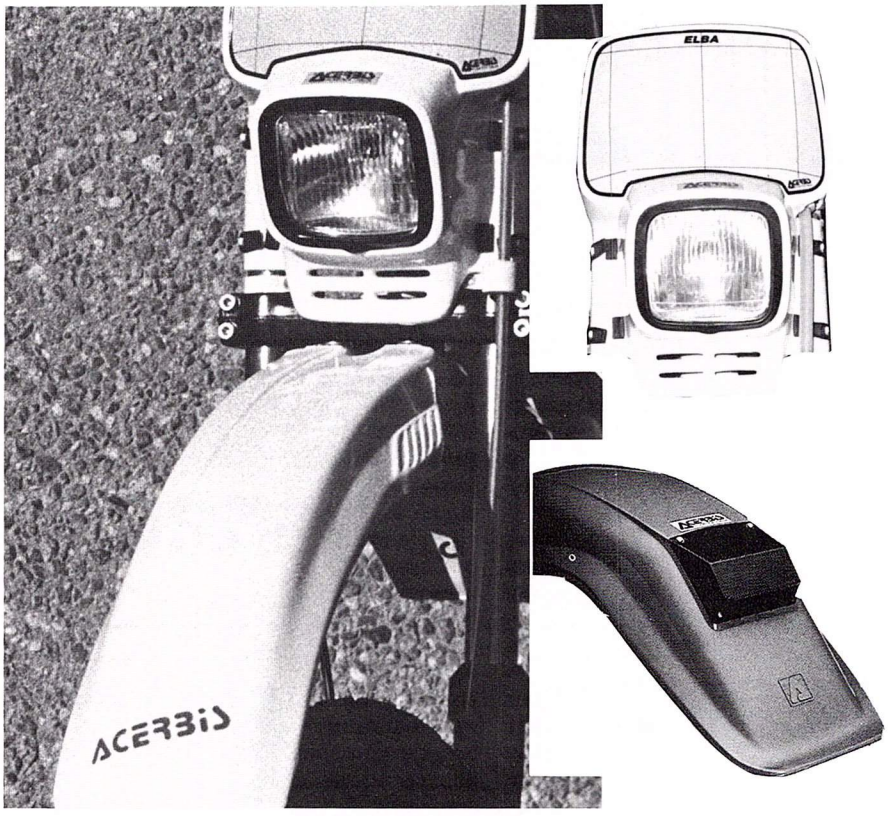
When we hit the second check for the second time, Jeff was on the other side, saying "They've got to throw this out!" but I just told him to floor it, and let's get out of the woods. We were traveling the same trails we'd hit fifteen minutes ago, and they were unrecognizable. Deep mud ruts and slimy roots were everywhere, and people were floundering badly. The third time through the second check I couldn't help thinking how well I would have done if only I never got off the right track; if only I could figure out where I kept missing it....

There was one spot, where if you weren't paying attention, you got looped back about a mile and a half, and about 40 of us weren't paying attention. Oh well. I went around through the second check so many

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times I started getting dizzy, so I drove back to the start and picked up my camera, and put off the quest for a trophy for another day. The rest of the ride was a snap, from what I heard, although a couple of swollen river crossings late in the day had most of the guys doing the Mongolian water drill at least once. In some ways, I'm glad I missed it!

Roy Cook was pretty happy that he'd gone the distance, since he finished up with top points for the day. He just kept plugging, never drowned his KTM, and dropped nine points and 44 seconds by the time he finished up. The Smith family claimed the next two spots on the overall, with Drew dropping 10 points and 77 seconds for the AA class win on a Suzuki RM125, and Chris dropping 10 points and 123 seconds for the High Point A trophy on an RMX250.

Ken Yankowski, on a KTM 350, was fourth overall and second AA, with one point more than the Smiths, and he led a whole group of 11-pointers: Dan May, Jack Lafferty Jr., and Jim Kessler. John Walaszek won the High Point B award by dropping 16 points on his KTM, and Michael Moore rode his Kawasaki to a 27-point loss, which was good enough for the High Point C trophy.

In spite of the mud and water, which couldn't be helped after such a wet spring, most riders really enjoyed the High Mountain run. Had it been dry, it would have been a nice, easy trailride, and probably a three or four point win. Either way, the club did a great job; and wishing for dry weather will give us something to do 'til next year! □

SHOTGUN RUN ENDURO CLASS RESULTS

Roy Cook	KTM 9
Grand Champion	
Chris Smith	Suz 10
High Point A	
John Walaszek	KTM 16
High Point B	
Michael Moore	Kaw 27
High Point C	
Teams	
1. Pine Barons	
2. Delaware #2	
3. Tri-County	
4. Central Jersey Good	
5. Delaware #3	
Women	
1. Kathi Cambell	Kaw 44
2. N. Schlotterbeck	Yam 53
AA	
1. Drew Smith	Suz 10
2. Ken Yankowski	KTM 11
3. Jack Lafferty Jr.	Yam 11
4. John Rodgers	Suz 12
5. Rich Mollenkopf	Yam 12
A Heavy	
1. Cliff Tenney	ATK 13
2. Kenny Lee Taylor	KTM 15
3. Tony Recchia	Hus 21
4. Mike McHale	KTM 26
5. Greg Bloom	Hus 92
A Medium	
1. Dan May	11
2. Jim Kessler	Kaw 11
3. Mark Marszalek	Yam 12
4. Mark Lambert	Yam 13
5. Jamie Theurkauf	KTM 16
A Medium Light	
1. Jerry Lynn	Kaw 14
2. Dave Shirey	Kaw 23
3. Bill Shamrock	Kaw 26
4. Bob Agonis	C-A 26
5. Dale Freitas	Kaw 27
A Light	
1. Dave Tucker	Hon 17
2. Steve Aretz	Yam 36
3. Dale Hiles Jr.	Yam 124
A Four Stroke	
1. Bob Bennett	Hon 15
2. John Cushing	Hon 18
3. Steve Chapkovich	Hon 21
4. Ted Lytle	Hon 35
5. Russ Hancock	Hon 37
A Senior	
1. Ed Toth	KTM 15
2. Charles Stapleford	Kaw 20
3. Rich Trader	KTM 28
4. Rich Tompkins	ATK 29
5. Jack Lafferty	Yam 37
Super Senior	
1. Joseph Galie	KTM 40
2. Wolfgang Kruse	Hon 54
3. Jim Smith	Hon 83
4. Ed Baker	Hon 86
B Heavy	
1. Lloyd Gottshall	KTM 26
2. Wayne Fontanazza	KTM 29
3. Martin Graver	KTM 33
4. Bill Santora	Hon 44
5. Don Heffelfinger	ATK 61
6. George Marrer	ATK 100
B Medium	
1. Rick Piascinski	Hon 19
2. Chris Nolan	Hon 19
3. Greg Hall	Yam 24
4. Paul Scanlin	KTM 27
5. Ed Hamilton	Yam 29
B Medium Light	
1. Michael Miler	Kaw 26
2. Todd Polonsky	Kaw 27
3. Dale Waxmunski	Kaw 27
4. Ken Poemer	Kaw 28
5. Steve Marando Jr.	Kaw 33
B Light	
1. Robert Sauer	Hon 25
2. Ken Long	Suz 30
3. Mark Marcia	KTM 33
4. John DioBilda	Yam 88
5. Chuck Aughimbalsa	Hon 91
B Four Stroke	
1. Stan Milewski	Hon 34
2. Terry Weber	HOn 36
3. Doug Mason	Hon 41
4. Steve Snyder	Hon 41
5. Suen Harms	Hon 44
B Senior	
1. Rich Schoonmaker	Kaw 30
2. Ken Ettinger	Hus 36
3. James Spencer	Hon 38
4. Robert Darpino	KTM 43
5. Tony Agonis	Suz 85
C Medium Light	
1. Jeff Moyer	Kaw 40
2. Scott Newmaster	Yam 40
3. John Cox	Yam 46
4. Joe Newman	Yam 54
5. Jerry Craig	Kaw 66
C Heavy	
1. Michael Moore	Kaw 27
2. Tom Folke	Hus 41
3. James Goedeke	KTM 48
4. John Nelfert	KTM 50
5. Richard Shirk Jr.	Kaw 54
C Four Stroke	
1. Michael Paoli	Hon 56
2. John Hess	Hon 83
3. Paul Anderson	Hon 99
4. Don Testerman	Yam 99
5. Don Wilson	Yam 135
C Medium	
1. Ed Theurkauf	KTM 41
2. Doug Shepherd	Kaw 41
3. Ron Polesak	62
4. Scott Lewis	Hus 61
5. Joe Lapchak	Yam 77

ONE FOR ALL

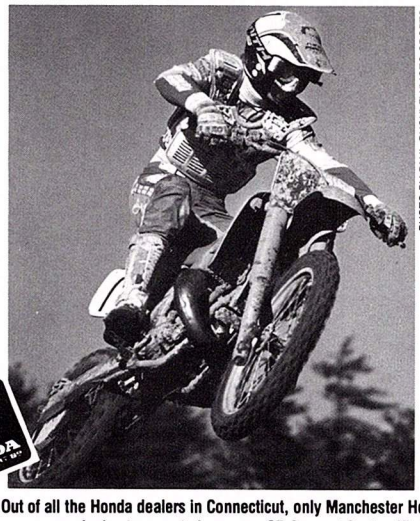


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Tri-State Enduro



Bob Dana gets some shouted instructions at a check. Yes, he still rides an XR200, and he still does great: second A200, ninth overall.

Making the Tri-State "easy" for a change!

Oxford, MA

You have to be a brave and adventurous enduro rider to enter the Tri-State. The Tri-State Trail Riders spread the word around this year that they were going to lay out an easier run, but New England veterans know the terrain too well. "Easier? How they gonna make the rocks smaller?" was a common response. It must be tough to be a trail boss when, like Mr. Dangerfield, you "don't get no respect!"

In truth, it was an easier course this year. Dave Carlson went out of his way to find nice trail to ride one, and even though it was still rocky, most of it wasn't HUGE rocks. There was a points-taking section first thing in the morning—we left the Singletary Rod & Gun club and warmed up on the road, and then jumped into the woods to cover some nearly virgin trail spiked here and there with small to medium rocks. THe fast guys zeroed or lost one point.

When we got back to the road, the local police ran an informal registration check that had a few of the guys nervous; and the riders without registrations on them were in a world of hurt. Carry those cards, boys! From that stop, we ran down the road and back into the woods, to try out a nasty little hillclimb Dave found. A few more points were lost on the way to the gas stop, but the whole course was ridable.

After the gas we traveled a good bit of road and two-track, just easy mileage that only required a license plate. The total length of the run was 60 miles, though, and the end was coming near, when at 54.4 we made a right off a woods road, through a check-in, and into those famous Tri-State rocks! It was only 4.4 more miles, but on a rocky, rooty, narrow trail that gave you a good idea of what might have happened had Dave woken up on the wrong side of the bed on layout day.

Dave Niemiec tied Bert in points, but lost 21 seconds at the tiebreaker.



The section ended with a hundred yards of powerline paved with giant boulders, and a quick hillclimb just to see if you had any energy left. It was a warm day, and everybody jumped into the pond back at the gun club, and during the swim at least one rider proposed a NETRA rule change requiring a swimming hole at all the enduros—except the Snow Run and Salmon River!

Bert Guerrette high pointed the day on his KTM, dropping 13 and tying with Dave Niemiec. Dave picked up just 21 seconds more than Bert, and had to settle for second overall. Third overall, riding a tricked-out '89 Cagiva, was Kemp Stewart. Kemp was the only rider with a 14, and was intent on winning, but...better luck next time. Finishing up the top five places were Todd Stavens on a Kawasaki KX, and Steve Vanasse on his KTM 250.

All agreed it was a fine day, especially from the comfort and safety of the swimming hole! The weather was warm, the trails were tacky and dust-free, and in 60 miles the Tri-State tested you without wearing you down to nothing. And with the kind of terrain they have in that part of Massachusetts, I guess that's the best you can ask for! □



Pete Ruggiero bullies his way through the rocks. He dropped 20 points and scored the A Senior class win.

TRI-STATE ENDURO CHAMPIONSHIP RESULTS

Bert Guerrette 13
Grand Champion
Peter St. Pierre 18
High Point B

Bantam		Senior	
1. Todd Stavens	Kaw 16	1. Pete Ruggiero	KTM 20
2. Peter St. Pierre	Yam 18	2. Bruce Cuddy	Hon 23
3. Bob Dana	Hon 19	3. David Ellingwood	KTM 26
4. Bob White	19	4. Gary Martin	26
5. Kerry Clark	Hon 23	5. Jed Wyatt	Kaw 27
6. Tim Jonelis	25	6. Wes Clarke	Hon 28
7. Daniel Cowan	C-A 25	7. Steve Formanek	KTM 28
8. Keith Honda	KTM 27	8. Ken Gerbi	29
9. Robert Comalli Jr.	Hon 28	9. Larry Deloy	33
10. Curt Howard II	Cag 29	10. Steve Black	KTM 34
Lightweight		Super Senior	
1. Bert Guerrette	KTM 13	1. Paul Guldemond	Hon 23
2. Dave Niemiec	KTM 13	2. Al Zitta	KTM 23
3. Kemp Stewart	Hus 14	3. Bruce Miller	32
4. Bob Ellis	KTM 17	4. Gordon Razee	KTM 36
5. Steve Antoniou	KTM 18	5. Jerry Shinners	KTM 36
6. Jim Mitchell	Hon 18	6. Richard Freel	KAw 39
7. Jason Rawlings	22	7. John Campetti	KTM 39
8. Scott Baker	ATK 23	8. Charles McLevy	KTM 41
9. Neil Currie	KTM 25	9. Tom Levesque	Yam 44
10. Dave Cash	Yam 26	10. Nick Corwin	50
Heavyweight		Women	
1. Steve Vanasse	KTM 16	1. Diane Pavoni	ATK 51
2. Steve Ribbe	24	2. Sandra Adams	Kaw ck.5
3. James Satryb	28	Four Stroke	
4. Phil Rau	ATK 29	1. Bill Johnson	Hon 21
5. Dave Dube	KTM 29	2. Tom Vella	Hon 27
6. Ken Crane	KTM 32		
7. Rod Worster	KTM 32		
8. Richard Oliver	HUs 36		
9. Eugene Sweetser	C-A 37		
10. Bob Young	KTM 64		

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SANDY LANE DUAL SPORT

South Jersey's first street legal Dual Sport run

by Bob Henry

Cherry Hill, NJ

A Perfect day for riding greeted the unsuspecting participants who signed up to ride Meteor Motorcycle Club's first Dual Sport trail ride. As the name implies, the 100 mile course traveled over both sand and asphalt roads.

Cherry Hill Honda opened their doors, and provided their parking lot for the riders to leave their vans and trucks behind. This was a welcome relief for three riders, Paul Hutchins, Pete Darr and Matt Darr. All three riders hail from Maryland, but on Saturday, the day before, they were in Pennsylvania attending a Four Stroke Singles Club field meet and street ride. Most of their Sunday morning was spent filling up on strong coffee and changing their Yamaha XT600's street tires to knobbies.

Rider Martin Dunleavy huffed it all the way down from New Haven, Connecticut. Well, it was a nice day to go riding, right?

At 9:00 sharp, Wally Tunison, riding a vintage DT 250 Yamaha, was the first to leave the starting line. The course sent the riders east on Route 70 for a tenth of a mile. Although the first turn was well marked, some of the riders in their excite-

Dual Sport in Canada

By Rich Ragosa

Do you ever get the feeling that things are just a little better somewhere else? You know, just a little more fun, maybe a little less restrictive? Well, as far as Dual Sport bikes go, this is definitely the case in Canada. I spoke to Claude Leonard, a Sandy Lane rider from Canada, and what he had to say on the topic makes me want to move North.

A few months back, I got a chance to tour a Yamaha facility in Southern New Jersey. The sign said it was Yamaha district headquarters, but after a pass through the garage, I knew better. It was Motorcycle Heaven. There was one of every off-the-wall Yamaha built in the last 5 years there. Pocket roadracers, IT250's with the rubber things-that-stick-out-of-the-sidewall still on the tires, the whole nine yards. But the bike that really stole the show was a half road racer, half dirt bike known as the TDR250.

This bike is the Dual Sport version of the TZR250 road racer, and it didn't look too far from the racetrack disk brakes on both ends, twin-cylinder waterpumper engine (14,000 RPM redline), high pipes, Metzeler Sahara DS tires, Mono-X suspension, and all sorts of road racing gizmos hanging off of everywhere. A quote from the TDR250 test report: "Its transition into the powerband at 7,000 RPM is abrupt. The bike leaps forward, the front wheel lightens and the tachometer needle goes berserk." My kind of bike.

You see, I've always been partial to Yamaha 2-stroke twins (there's a 1975 RD350A all over the workbench here). A modern, max-ed out dirt version has always been my secret fantasy garage project. And there it was, complete with a wild black and yellow paint scheme, except it was in someone else's garage. Keep dreaming...

You've probably figured out the next thing I'm going to say. Let's say you died, passed the entrance exam at the gates, and were admitted into Heaven. What you'd see cruising down the street would be a TDR250 (probably with REALLY lean jetting, because of the altitude). Except you don't have to die to have this happen. Just move to Canada. You'd have to get ready to shell out some big bucks ($4,999 Canadian), but when 125 motocrossers are over 3 grand, who cares?

So the grass is greener on the Canadian side. But how much greener? Let me give you an idea. Yamaha also offers the DT200R there, which is essentially a 1989 IT200 (if there WAS such a thing) dressed out for the street. Claude ran it in a round of the Quebec Hare Scrambles Championship series. He finished 10th overall on a basically stock $3,799 bike (knobbies were added, and most of the street gear removed, except the horn and the turn signals, to harrass and humiliate competitors). Am I getting my point across?

There's also a bunch of 4-stroke Paris-Dakar style bikes available in Canada that we don't see here as well. Suzuki still offers the DR600, called the Dakar, and the DR750, which is called the DR Big. I'd say so too. Kawasaki offers the KLR250 and KLR650 wearing different Paris-Dakar type bodywork. Prices, again, are frightening: $3,499 for a KLR250, $4,399 for a KLR650 or DR600, and $5,499 for the DR750.

I don't think we'll ever see a street-legal big-bore 2-stroke in this country again, but I've got my fingers crossed that the Dual Sport explosion will open a new market for dirt machines that don't have to go home in a truck. I certainly hope so—it's too damn cold in Canada! □

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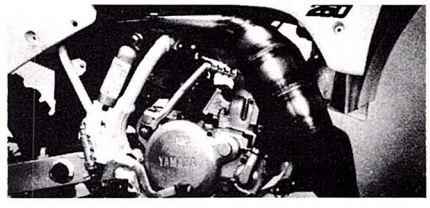
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Brad Little winds a Jart Chart into a TransAlp. Yes, the trails were no problem on a big bike.

ment shot right by this test of navigation. What followed was a strange display of correction maneuvers to get back on course.

From Cherry Hill Honda to the first checkpoint in Atco, the course was half asphalt and half real nice sand roads. here were no problems at this point. What followed was Raritan Avenue. Raritan Avenue has about 300 yards of whoopdedos in it. It was here that we lost our only non-finisher. Rick was fighting a big hangover, and both hours of sleep he had the night before just weren't cutting it.

The checks on the course were unmanned, and used just like a poker run. That is, your time is not taken, but rather the check is used for confirmation. The intent of this ride was to have fun, ride safe, and not race.

The riders then followed the course to Quaker Bridge Road (sand also). At Quaker Bridge, the course followed a jeep road through the woods to Batsto Ranger Station. A short ride down Route 563 had the riders stopping at the half way point for a quick soda.

The course then headed for Chatsworth. The riders were directed to ride down Sooy Road and stop at the New Jersey Air Force Emergency Landing Site. This was the F-4 fighter crash site from three years ago. From here it was on to Chatsworth, and then to Caranza Memorial. The memorial was reached via Apple Pie Hill, one of the loftiest peaks in South Jersey, at 205 feet above sea level. No worries about re-jetting here!

The ride ended at the Town & Country diner, at the intersection of Routes 206 and 70. Dealer awards from Acerbis Plastica, RK BMW, Service Specialties, the Four Stroke Singles National Owners Club, and Cherry Hill Honda were handed out to the participants. Claudia Hallett had first choice at the awards. She was torn between a lightweight BMW touring jacket, and a front disc brake cover. Her husband Dave settled the issue when he pointed out that her XL350 had a front drum brake. She took the jacket.

All the riders wanted to know if Meteor M.C. would do it again. You bet they will! Keep an eye on *Trail Rider* for the announcement of the next date. □

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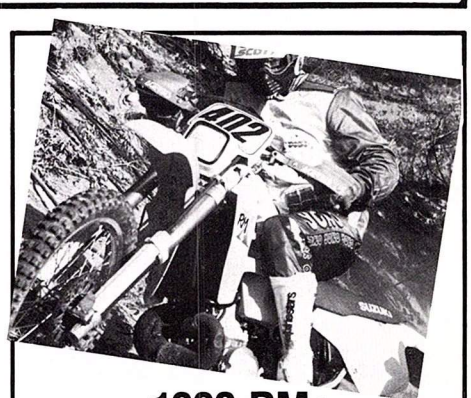
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Yep, everything t



Of course, there has been plenty of hoopla about the RMX. Suzuki won the National Enduro Championship on a prototype of one last year, and both of the other major magazines seem to have become RMX crazy in their enthusiasm to test it and shoot it out against the other bikes. We at *Trail Rider* even went out to Nevada for a taste test of the bike (May '89), and came back favorably impressed; although we knew right away that we wouldn't understand anything about the bike until we tested it here, in the woods.

Well, now we have one, and we've been riding it. And now we understand what everybody has been babbling about. Before we go any further, we'll tell you the major negatives of the machine, and then you can weigh these points against all the pluses. Ready? Okay:

1. The RMX is a little too tall for most riders; and

2. Suzuki introduced it way too late in the season.

That's it. Now bear with us, as we try to stay in control here.

STOCK vs. MODIFIED

Basically, the RMX is two machines. There is a very tame, very strangled stock version that you pick up at your dealer's, and a totally different RMX that you get when you modify it for "closed course competition." The stock RMX is EPA-legal, which means different things to different people, and doesn't really have any bearing on the state of the sport right now—it doesn't mean that it's street-legal, "enduro-legal," or any kind of legal in any type of situation; all it means is that the bike is quiet.

And it is super-quiet, like 84db or so. At that low of a sound level, you ride the stock RMX and all you hear is everybody else's bikes. The concessions that had to be made to reach this super-quiet condition have resulted in a bike that is incredibly slow and mellow. Everybody with any amount of racing experience who rode our stock RMX immediately commented on it, using words like "soft power," "no power," or "unbelievably slow."

They were all right, but after riding it around stock, in the woods one day, we came to the conclusion that such a bike would be perfect for a beginner. The engine doesn't do anything surprising until about 8,000 rpm, and below that it's all torque and mellowness. The suspension is long and plush at that speed, and it's a cinch to ride. It's a nice, mellow bike.

However, none of us directly connected to *Trail Rider* are nice, mellow riders. That doesn't mean we're all race winners, but every one of us has a nasty mean streak that makes us want to risk our neck in the woods occasionally; and for us, Suzuki has made the bike easily "correctable" for closed-course competition (which means hare scrambles, which seems to be somewhat opposite of "EPA-legal").

The annual Delaware Enduro Rider's hare scrambles was coming up, so we decided to hare-scramblize the bike and take it there for its first modified test. There are six things you have to do to the RMX to unplug the power, and here they are:

1. Remove the airbox lid, on top, under the seat.

2. Pull the carb top off and cut 10mm off of the throttle stop.

3. Rejet the carb—just remove the 230 main jet and screw in a 360; all other jets are fine.

4. Pull the cylinder head off and replace the head gasket with an RM head gasket.

5. Pull the cylinder, remove the power valve cover and grind off a stop pin mounted in the cover.

6. Remove the stock muffler, and install practically anything else. The Suzuki race people claim the best power from a stock RM muffler, so that's what we put on it (with a Cobra Sparky spark arrestor installed).

(For a little more insight on dialing in the RMX, see the sidebar by Hank Stankiewicz that we hopefully remembered to include in these pages).

We also cranked the exhaust valve preload adjuster up to two turns from zero, to dial in more torque—the adjuster is on the left side of the engine; the instructions are in the manual. Then we checked to make sure it started, and ran it up and down the alley, and it felt fine; much stronger. We had no chance to ride before the scramble, and only warmed it up on the line and then straddled the front wheel along with about 40 other Senior riders. When the gun went off, we hobbled around and shakily threw a leg over, kicked it, dumped the clutch, found out it was in neutral, pulled the clutch in, engaged first gear, and left the line just in back of the middle of the pack.

By the time we'd cleared the far end of the start field (about 150 yards) we were in sixth or seventh, and jumped into the woods with the leader in sight. This modified RMX is a fast, fast machine—much faster than we expected. The gearing seems right on, wide-ratio but close together, and the midrange power is so brutal that even if you try to pull a gear too high—well, it won't be high for long. Plenty of torque, bucketloads of midrange, and enough top end to satisfy a stone lunatic.

The difference between stock and modified is amazing. It goes from being the slowest 250 enduro bike to, well, maybe the fastest. The KTM 250 E/XC we tested was strong, and continues to be strong, but the RMX feels stronger—it basically revs quicker.

It's also seems a little odd when you read what otherwise has been written about the RMX. Out west, some say the modified bike has no midrange power, and has a "tame" engine. Well, this one isn't. We never saw anything written about the adjustable powervalve, which may have something to do with it. Maybe their jetting is off, or maybe they just have to come ride one out in the woods for a change.

HOLDING DOWN THE WHEELS

The shifting felt flawless, with no notchiness or hard lever movement, and the clutch didn't drag. The bike takes one or two half-hearted kicks to come to life, and then it even idles. The RMX must have been truly strangled, stock, to go from a 230 main jet to a 360 (we used a 350 for the hot eastern weather) and still have such good manners; but we'd rather ride than ask technical questions all day.

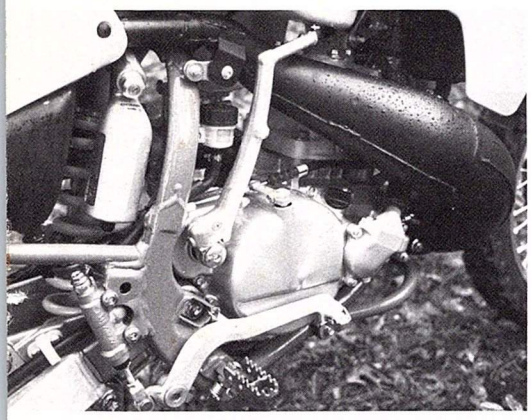
The handling and suspension seem to be just as well dialed-in. The RMX turns lightly and quickly, but it still feels rooted to the ground. Very fast turning, through the trees, but still very stable in the wide-open fast stuff. It doesn't give you the same



Test

RMX250

hey say is true....



Hiding within that mellow engine is some really fine horsepower. Replace the pipe along with the silencer and you can save probably 10 pounds.

rock-steady manners as a Husky when you start closing in on 70 mph or so, but being able to snake through the trees like a bee-stung rabbit makes up for it. In other words, you can tell this is an enduro bike.

The suspension felt perfect for the stock bike, and we didn't change it once we modified the engine, which was probably a drawback in the Delaware race. Being able to really drive the bike through and into obstacles—once all the horsepower was released—revealed that the middle-of-the-road suspension settings were inadequate. The stock settings are:

Shock rebound—sixth from stiffest (out of 21 click positions).

Shock compression—nine from stiffest (out of 18).

Fork compression—11 from stiffest (out of 21).

Fork rebound—6 from stiffest (out of 21).

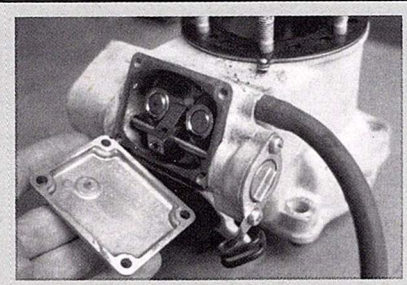
Now naturally, suspension settings are going to vary depending on terrain, but for Delaware (smooth, fast woods trails, some stutter bumps, very high speed hay fields, an occasional log across the trail, no rocks) it felt too heavy on compression, and maybe a little light on rebound. Also, we weren't getting completely full travel on the forks, so we backed off on the compression damping at both ends and it felt better. A couple clicks more of rebound made the back end behave better when hopping logs, although we would back off again for whoopdedos.

Basically, though, the suspension felt really good. We have a tendency to nit-pick suspension systems to death, and if backed into a corner would admit that the Suzuki suspension damping was very satisfactory but a little bit crude. But, we also have less than 100 miles on the bike, and that's not enough time to break-in a suspension. Changing the clickers made it better, and switching to Spectro cartridge fork oil and getting a few hundred miles on the bike will also help quite a bit. Most riders will just love this suspension to death the first time they try it.

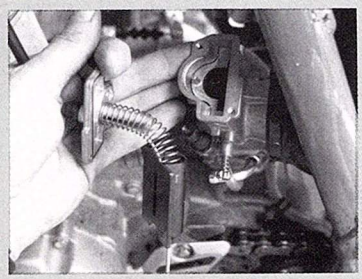
The seating position is really good on the bike, putting you right up into the motorcycle. Even the stock bars are decent,



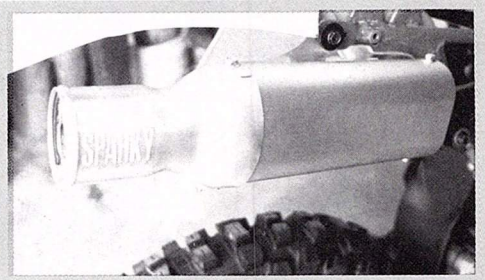
The RMX is slim and tall; the claimed weight, at 238 lbs. dry seems high, but you can't feel it when riding.



Grinding this pin off the inside of the power valve cover will allow the valve to work.



To actually get full throttle out of the stock carb, cut 10mm off of the throttle stop as shown.



The heavy stock silencer has to go. A HushPuppy is the quietest alternative, Suzuki says the best power comes from a stock RM muffler.

Building an RMX Racer

by Hank Stankiewicz

For the 1989 season, I was given a Suzuki RMX250 by Montgomeryville Cycle Center to race and do R & D on. Bob Jones, the owner, wants to get more deeply involved with the Enduro crowd and is also an enthusiast himself. He's making a commitment to our sport by stocking parts and accessories, helping to fine-tune the equipment he sells and supporting Scott Wolfersberger and I as technical advisors at the ECEA races.

In March, I picked up the new RMX and was given the go-ahead from Bob to modify it to fit my needs. Armed with information gleaned from *Trail Rider*, *Dirt Bike* and *Dirt Rider*, I felt confident in going about modifying the bike for closed course competition.

I first attacked the throttle stop. I removed the carburetor, looked down the throat and twisted the throttle. They were right, it only opened half way. You can replace it with a stock RM cap, but I decided to cut a half inch off the existing cap to allow it to open all the way. While the carburetor was off, I also replaced the main jet with a larger one (from 220 to 350), installed a smaller 40 pilot jet (down from 45) and ran the needle clip in the second-from-the-top notch.

Next on the agenda was to remove the power valve limiter. It's a pin installed in the power valve cover that keeps the valves from opening. In order to remove it, you must remove the cylinder. You can either replace the lid with the RM part or cut/grind off the pin. I used a grinder. Other than tightening all the nuts and bolts, cutting the bars, adding a Ghost Rider III computer and adding some other personal convenience items, that was it.

I took it out for a test ride and was, at first, disappointed with the power delivery. The bike actually felt like a hyper 125. Back to the drawing board. I knew the muffler was strangling it but didn't think it would make that much of a difference. Part of the problem centered in the adjustable power valve unit. The bike came through with the tension on the spring set at the minimum, or 1/4 turn of preload. This allowed the power valve to open fully at very low RPM, robbing the engine of available torque. By the way, the manual was misleading in this department. It would lead you to believe that reducing the preload will lead to increased torque. Once adjusted to 2 to 2 ½ turns of preload, the bike came alive.

I also installed a set of Boyesen reeds and an Answer SA Pro Silencer. The Boyesen reeds improved the low end pulling power and the SA helped the mid range. Believe me, this engine puts out perfect enduro power smooth, electric, hard-pulling

power! There are no hitches in the power band at all, and it's plenty fast for enduros and hare scrambles.

My next area of attack was to install the RM head gasket...and then I promptly removed it. With the RM gasket in, I found the bike much more difficult for me to ride. This bike flat ripped. The RMX now rocketed from turn to turn, and tree to tree. I found the front wheel coming up much too often and the real wheel sliding out due to raw amounts of power. For the sand, it would be fine. In the rocks and technical-type courses, the stock head gasket is my choice. It's much more mellow.

The suspension needed some work to fit my riding style. For the average trail rider, it will probably be terrific. For me, the fork settings for the sand were one click out from full on the compression and four out from full on the rebound. Shock settings were full out on the compression and two clicks out from full on the rebound. Analysis: the shock needs revalving for my style of riding, and the forks probably need slightly heavier oil or more volume to bring the settings toward the middle of the adjustment range to keep from bottoming.

Jim Kapitan, of Professional Moto X Distributing, volunteered to help me dial in the suspension. Jim is really knowledgeable in the suspension department and is super to work with. We disassembled the shock to find that the oil was trashed in only 200 miles of riding. The oil was aerated badly and had already broken down. The nitrogen pressure was also incorrect. This accounted, in part, for the strange settings I had to run to make the bike work.

The valving stacks were also looked at and found to be almost identical to the RM250 shock. What works well on the MX track is not necessarily what we enduro riders need in the woods. RMX owners will also be happy to know that the shock body is hard coated from the factory and should provide long service. Jim performed a few tricks (revalved the compression and rebound stacks) filled the shock with his special oil and adjusted the nitrogen pressure.

I explained to Jim what was happening with the forks. They bottomed on deep bumps and would dive too quickly when applying the front brake in corners. They also rebounded too quickly despite the rather stiff rebound setting I was using. Upon disassembly, the oil level was checked and found to be at 115mm, right at spec. The forks were cleaned, the valving stacks looked at, (they are different from the RM forks) and the determination made to go with 7 ½ weight suspension fluid (up from 5 weight) and retest.

Now, this may seem like a lot of work, but it's really not. With the above modifications, the suspension is now much more balanced than stock. The front forks do not bottom and are still supple over the small bumps. The shock is much, much closer to meeting my needs. One more trip to Jim with the shock (to reduce the compression stack), and I'm sure it will be just perfect! He's kept notes so he will be able to get you in the ball park on the first try should you use his service. Jim can also work on your cylinder if you really have the urge for more power.

The wrap up. Don't let the length of this article scare you. It's not a lot of work to make this bike right. The engine performance mods are basically free, discounting the labor, jets, and Boyesen reeds. You could get by with the RMX muffler; however, I recommend the Hush Puppy or the Answer SA Pro which adds another $100 to the price ticket. The tires will have to be replaced only when worn out as the rear is excellent and the front okay. The suspension mods, while necessary for an AA rider, are not absolutely necessary for most and could be done at a later date (the manual describes in detail how to change the shock and fork oil).

Many thanks to the following people. They have been super in helping to set up my bike, are good people and deserve your support. You can contact them at:

Montgomeryville Cycle Center
Route 309
Montgomeryville, PA 18936
(215)699-7511

Boyesen Engineering
R.D. #1 Box 862
Lenhartsville, PA 19534
(800)441-1177

Professional Moto X Dist.
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Colts Neck, N.J. 07722
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once you hack at least an inch off of both ends. We immediately felt comfortable on the bike, from the very first ride. The only hassle some guys will have is reaching the ground. The owner's manual says the seat height is 37.5 inches, but it feels like more. A five-foot, eleven-inch rider can just touch a single foot to the ground—forget about the other one. If you like to dab often, you'll be terrified; if you never take your feet off the pegs it doesn't matter.

ALL THE LITTLE THINGS

The brushguards are a nice touch if you only ride in sand and tall grass. We entered the Delaware race without proper handguards installed and snapped off the brake lever when we dropped the bike in a rocky stream bed. To be honest, it was an aluminum aftermarket lever, so we don't know how strong the stockers are, but use good handguards anyhow. Your fingers will love you for it.

Racing without a front brake left us with only a fleeting impression of that device, but while we had it it was strong and predictable. We developed a healthy respect for the rear brake, though, since we spent the rest of the ride making it do double duty. It squealed and complained once it got good and hot, and we faded it twice on panicky downhills, but it never went away, and always cooled off quickly and came back strong. Good brakes.

The stock tires are a new design from Bridgestone, and they actually worked well. They look something like a modified Dunlop 990, and got excellent grip in Delaware's admittedly perfect soil. They did pack up with sticky clay in one section, but this mud was so bad we wouldn't expect much from any tire. They feel like good all-terrain tires. No complaint here.

The tiny resetable enduro odometer, that Suzuki pioneered the use of on its PE line, way back when, has reappeared on the RMX. It's simple, reliable, and it works. They spent a good deal of time working out the odometer cable routing too, and it looks like it should hold up well.

While taking the bike apart to do the performance modifications, we figured out that the RMX is pretty easy to work on. It seems like everything comes apart with either an 8mm socket, a 12 or a 14. Both wheels come off easily and quickly, but then disc brakes help to make that chore easier.

WHERE CAN I GET ONE?

You'll find it very difficult to not like the RMX. It seems that Suzuki dug out all their enduro research, relied heavily on input from Randy Hawkins and Dave Bertram, and copied a few other things where necessary. They wound up with a nearly perfect enduro bike, once you remove all the "slow" parts.

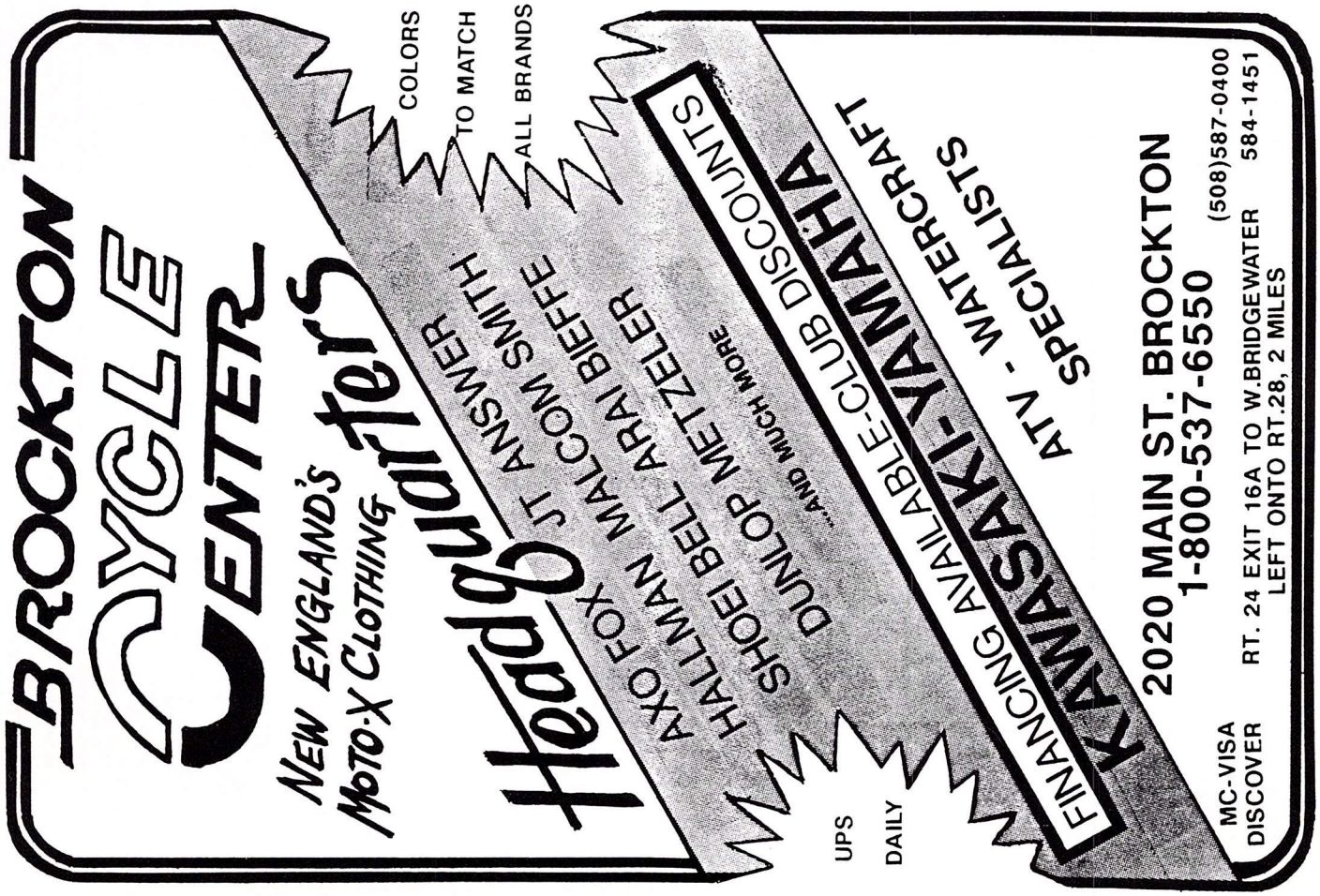
The only thing we would worry about is the future of the line. Naturally, rumors are flying about an RMX 200 and 400, but since Suzuki delivered these 250s so late in the season, the sales have been less than brisk—all you guys already have bikes, right? They will sell rapidly this fall, when everybody buys their bikes for the new year, but if everybody buys leftover '89 models (probably at a discount), then the '90s aren't going to sell well. Things like this make the bean counters at the factories shake their heads and mumble.

Still, none of this should turn your head. The RMX is going to make a name for itself, even if it does it a season too late. This is a seriously good bike, guaranteed to make every other manufacturer of a 250cc enduro machine nervous as hell. You'd love trailriding the RMX, and you can easily win on it—no doubt about it. □

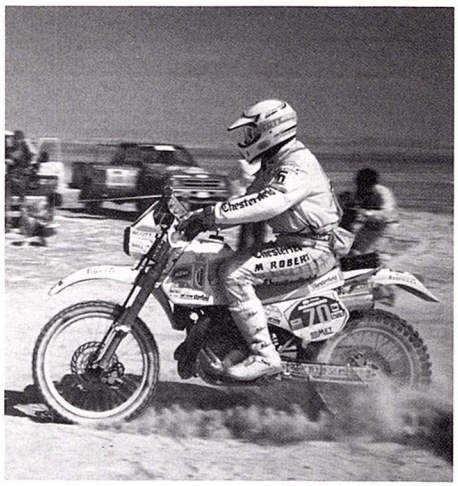
We would definitely be remiss if we forgot to thank Mount Holly Kawasaki/Suzuki in Vincentown, New Jersey, for their assistance in acquiring and setting up our test RMX. Thanks, guys; if you think you're getting this bike back, dream on!

SPECIFICATIONS
Suzuki RMX250

Engine Type:	Liquid-cooled 2-stroke
Displacement:	249cc
Bore/Stroke:	67 X 70.8mm
Transmission:	Five-speed
Gearing:	13/50
Chain:	DID o-ring 520
Tank Capacity:	11 liters (2.9 gal.)
Carburetion:	Mikuni 38mm
Ignition:	Suzuki PEI
Forks:	Inverted, adj. comp./reb.
Suspension Travel:	310mm
Front Brake:	Hydraulic disc
Front Tire:	Bridgestone M51 80/100X21
Rear Suspension:	Full Floater, adj. comp./reb.
Suspension Travel:	324mm
Rear Brake:	Hydraulic disc
Rear Tire:	Bridgestone M58 110/100X18
Seat Height:	955mm
Wheelbase:	1485mm
Ground Clearance:	360mm
Claimed Dry Weight:	238 lbs.
Suggested Retail Price:	$3899



The Acerbis Inca Rally



After working his way up to a strong lead, Ivan Alborghetti saw it all disappear when his rear tires self-destructed on the last day.

Part Two: Across the Andes and into the jungle

by Paul Clipper

Photos by Clipper and Bill Berroth



This is what we rode through on the Peruvian coast. The climate is very arid; in the past they have gone 24 years without rain.

Cusco, Peru

When we left last month, Sidney had just completed a wet special test down the beach in Ica, Peru, and we were headed for Arequipa. It was day four, and we were finally heading away from the coastal area and into the hills. Land travel for the support people and press was slow and arduous, and a lot of this was written during the event, in support trucks alongside the road, in airplanes and hotels. Any of these "on the spot" notes are set off from the rest of the text in italics, just so you know.

By the end of day four, DNFs were starting to show up on the results. Two of our Australian friends, Eddie Alberti and Steve Chapman, had overcooked a pair of XR600 Hondas on the beach and retired with toasted engines. Also, Luc Boeykens, a Belgian journalist who was entered, was about to join our group of "tourists" after a couple of forfeits. There were plenty more, but we never met them all.

Day five was a 420-kilometer ride, looping around and back to Arequipa, at altitudes up to 14,000 feet. We were finally getting away from the lowlands. Sidney said it was a pretty good ride, with a few terrifying spots here and there. He finished last on the list of people who officially finished the day; more than a little tired and needing to do a whole lot of work on his bike. He vowed to start keeping saner hours, and I helped him out with some of his machine work, since I had spent the day trapped in town (to get out on the course, I found out too late, I would have had to hitch a ride with a support truck at something like two in the morning).

More notes:

Day 6, Saturday

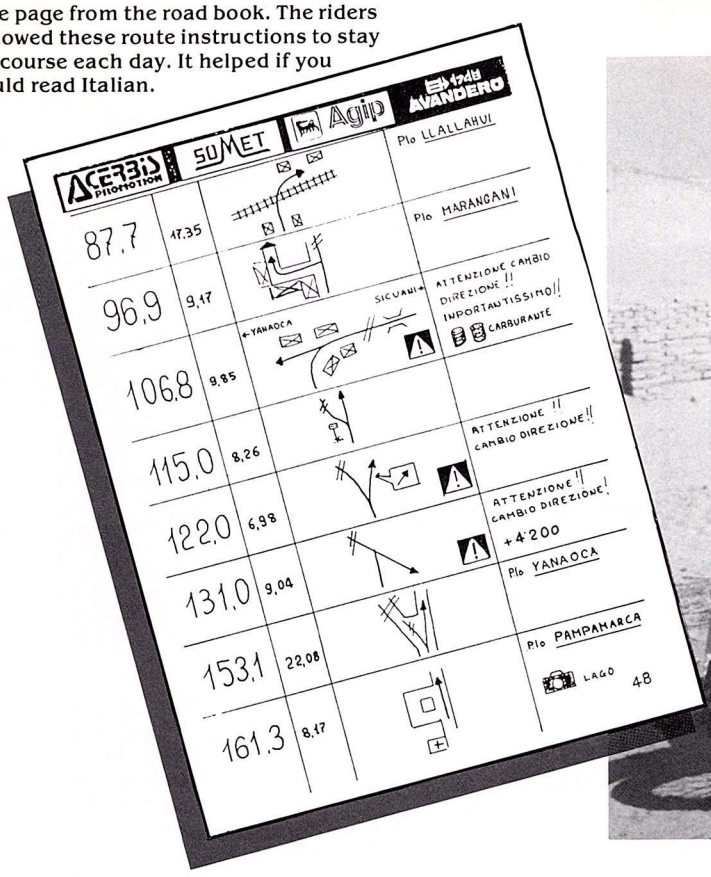
The hotel seemed to run out of food this morning, and we had to satisfy ourselves with papaya and tangerines, along with whatever bread they had to give us. This and as many cups of mate de coca *as we can get. Sidney is going to need it today. The trail climbs to 15,000 feet, and just seems to hang there all the way to Puno, our next layover. The Swede, Olle Ohlsson, was suffering badly from altitude sickness yesterday, and may have trouble, but he's going to ride anyhow. He wants to ride in the back, with Sid. It is a seven hour ride, at least, from Arequipa to Puno, and Sidney's headlight doesn't work, so he's going to have to haul buns to get there by nightfall.*

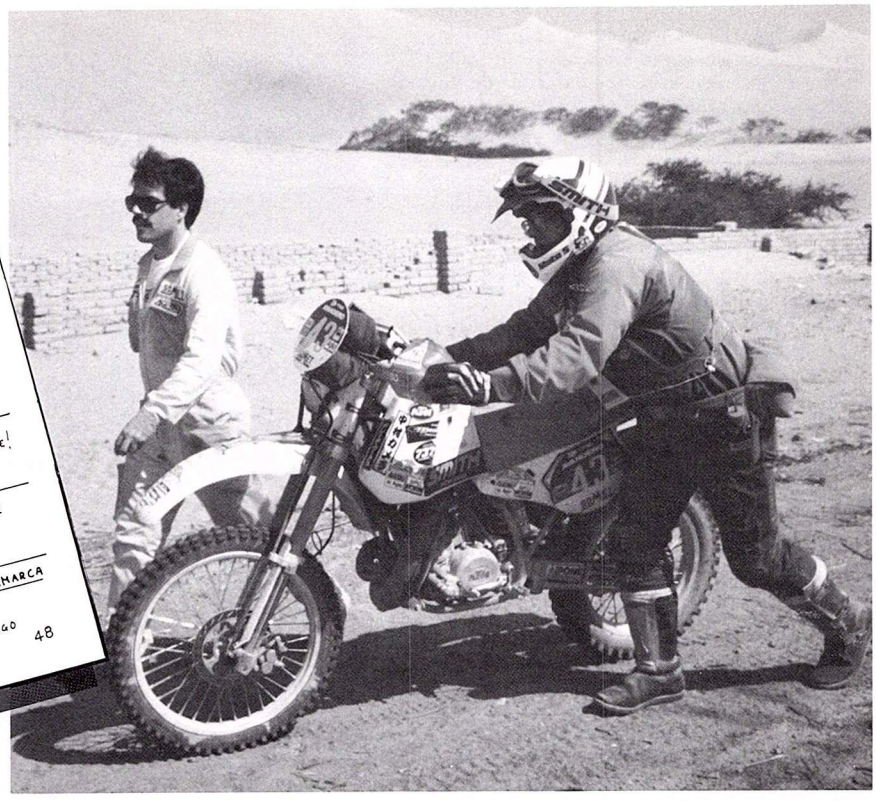
We, on the other hand, are flying to Puno, which right now feels like an absolute luxury, compared to what we've been doing. The drive from Lima to Ica on day two was about five hours of drudgery, and from Ica to Arequipa on the fourth day was easily 14 hours of seriously painful boredom. Okay, so we weren't riding a bike, but on a bike you can average a better speed. The drive to Puno would have been a serious grind also—about 288 miles, but this time through the hills, which really kills the speed. Lucky for us Bill got his truck taken away from him, or we would have had to drive. They needed a truck to replace the one that got sunk in the ocean, so Bill's was the one to go.

I'm not complaining. For once, we got to sleep until six A.M., which is sleeping in, compared to what we've been doing. We hurried to the airport and then had to wait two hours for the plane to decide to take off, but Bill says that delays are normal around here. Flying there basically means we won't get much opportunity to take photos, which has got Roger in a hot sweat. He's not comfortable unless he's shooting an entire roll of film every five minutes, but I'm not concerned. So far, all we've had to shoot photos of is desert and wide-open bikes, other than the beach stuff, and who needs more of that?

Puno sits at 12,500 feet, on the shores of Lake Titicaca. The altitude is going to give us problems, I'm sure. One of the Australian girls, Angie, is already sick (it couldn't be a hangover, could it?), and she shows all the signs of altitude problems, although Arequipa is not that lofty a place. Oh well. There's nothing much to do, other than go with the flow at this point. We'll find out what happens when we get there.

One page from the road book. The riders followed these route instructions to stay on course each day. It helped if you could read Italian.





Dickson pushes in with Bill Berroth, after getting lost and running out of gas on the Ica loop. They don't get much rain in this part of the world.

When we got there, people were keeling over like ten pins. The rest of us were walking real slow, and sitting down to rest at the darndest times. They say that at 10,000 feet, the air pressure is half of what it is at sea level, and the thin air simply knocks you out. Sid and I never had trouble with it, since we were taking pills and drinking the tea, but we were really careful. By the time we left, all of the Australians were flat out.

Sidney wound up forfeiting the day when he simply ran out of daylight, and with a broken headlight he slowed way down. We fixed the light in Puno, but the next leg promised to be even longer. He missed quite a celebration at the finish, with native dancers and bands and a horde of people. The next day was a rest day, so we took it easy and made repairs, then got up at four in the morning and started again.

BACK IN THE SADDLE

On the seventh day, I finally got a chance to sling a leg over a bike, and ride the section from Puno to Cusco. I still wasn't completely used to kilometers, so I didn't realize that the distance for the day—509 kilometers—was a hair over 300 miles, and I'd never ridden 300 miles in a day before.

But what the heck, it was getting boring sticking with the group. We started out 15 minutes ahead of the other riders, at around 5:30 in the morning, in the dark. The group was Bill Berroth, Trevor Hunter, who was working support for the Australians, "El Condor" Kinigadner, and me; and we didn't get much more than 20 miles before we wobbled to a stop and practically crawled up our own exhaust pipes trying to get warm. It was right around freezing, and since we were doing 130 or 140 kph, the wind was like having the flesh stripped right from your bones.

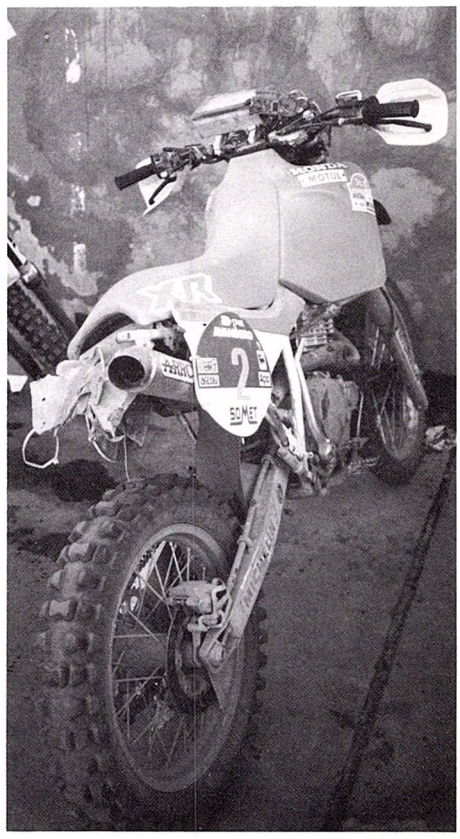
We had to stop three more times before the start of the special test, and it was misery. The road was narrow and extremely dusty, with big potholes in it, and I can remember going as fast as the bike can go, and getting passed by racers who were still upshifting. Those specialized rally bikes are unbelievably fast!

We arrived at the start of the test, just as the leaders were departing, and Bill told me "Just drive on up ahead until you find a good place to shoot photos, and I'll be right behind you." Well, we were in the foothills of the Andes, and I could see nice pictures coming up, but I rode 116 kilometers before I stopped, which wasn't what Bill was expecting.

That first stop was in a small, beautiful valley, high up in the mountains. I stopped outside of a village, and shot some photos of the riders passing, and I was soon joined by an old man who, with mouth packed with coca leaves, started asking me about the race. Trouble was, he was speaking Quechua, and I was trying to reply in Spanish, which only confused him. We eventually had a pretty satisfying talk, in which he introduced me to most of the people in the town, his sister, her horses, and a cow. Nice guy.

Right after that was the gas stop, where one of the Peruvian motorcycle clubs was selling fuel, dipping it out of 55-gallon drums with old, dirty buckets and spilling it everywhere, just like Cheech and Chong. It was wild, but at least it was petrol. There's not a whole lot of gas stations up in the Andes.

It was an incredible ride, right across the spine of South America. In places we topped 16,400 feet in altitude, and at that height it was exhausting to just hold onto the bike. As we'd crest the passes, I could feel my



Thierry Magnaldi won four days of the event, and then twisted his bike like a pretzel in an endo, and retired with a broken wrist. "All or nothing" seems to be the by-words of this type of racing.

energy draining away from lack of oxygen, and at times I just wanted to stop and lay down. But, as we would drop down the valley on the other side, into the heavier air, my energy would quickly come back until I felt perfectly fine. And then we'd go up and over again.

The miles crawled past, and we really didn't stop much. Each succeeding valley was more beautiful than the next, with deep blue lakes in the middle of each one, and small villages alongside. Some of the villages were like medieval towns, with narrow cobblestone streets, women and children peeking out of dark doorways, and a family of hogs wallowing in the muddy middle of the road. In one town I narrowly missed being drowned with a bucket of wash water being thrown out a doorway (the streets were about six feet wide), and in another I was hit by a rock an old woman threw at a pig to get it out of my way!

The most of it was like desert-type fireroads, all in nasty shape. It was hot now, and very dry and dusty. As we got farther east in the mountains, though, the canyons became more tropical, with all sorts of unusual plants growing, including banana trees and a few coconut palms. In places the road was lined with yellow-flowered bushes and the still air was thick with a smell like lemons.

But after a couple hundred miles, it all starts to blend together. The high point of the ride came when we drove through this one village, and found the shoulder of the road lined with schoolchildren, all dressed up in their gray school uniforms. They had spelled out "*Bienvenidos*" (Welcome) in four-foot letters made of flowers in the middle of the road, and were cheering and throwing flower petals at us. It was beautiful; I would have stopped to take a photo, but by then I had learned that anytime you stop you're absolutely mobbed, and the moment is lost. Best to just smile and wave, and drink it all in.

After 11 hours in the saddle, we arrived in Cusco. For comparison, the late limit for the day was eight and a half hours. Even figuring that we stopped to warm up and take photos, we still hadn't stopped for much more than an hour and a half, meaning we still couldn't have maintained the schedule.

1989 Acerbis Incas Rally
Overall Finishers

1. Angelo Signorelli	Italy/Yam 600	35:45:01
2. Ivan Alborghetti	Italy/KTM 350	35:45:26
3. Zbigniew Przybyla	Poland/KTM 350	36:23:36
4. Fabrizio Meoni	Italy?KTM 350	36:41:55
5. Walter Surini	Italy/Val. 600	37:24:12
6. Ryszard Gancewski	Poland/KTM 350	39:39:46
7. Roberto Belmonte	Peru/Hon 600	40:25:24
8. Christos Tasouilis	Greece/KTM 350	41:01:07
9. Toshi Nishyama	Japan/KTM 350	41:44:46
10. Aldo Winkler	Italy/KTM 350	41:45:00
11. Esteban Sanchez	Equador/Hon 600	41:46:23
12. Paolo Spaliviero	Italy/Hon 600	42:20:31
13. Beppe Gualini	Italy/Suz 600	42:37:12
14. Luigi Valentini	Italy/Val. 600	42:37:55
15. Cyril Neveu	France/Yam 250	42:46:02

Sidney finally houred out for the last time, coming into Cusco well after dark with no headlight again. "It was just too fast; I stopped to help an injured rider, and there was no way I could keep the schedule after that." he said in the bar that night.

BACK TO SEA LEVEL

So Sidney joined us as we headed for the airport in the morning, to catch a flight to Puerto Maldonado, deep in the Amazon Jungle. The last two days would see the riders race the 500 kilometers to Puerto Maldonado, overnight in a military camp, and then

Z RACING

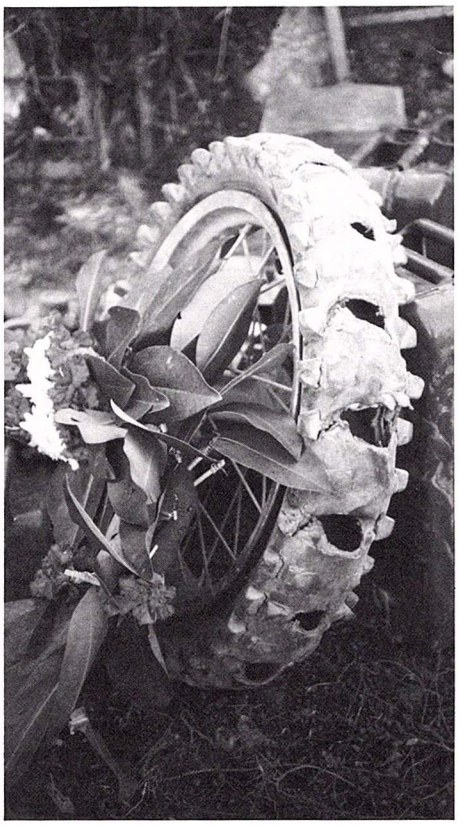
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Alborghetti's rear tire lays in the pits, next to Signorelli's victory wreath. Hard to believe that a tire that wrecked could even stay on the rim.





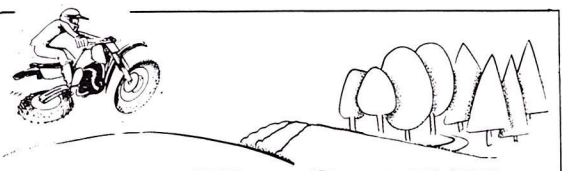
Angelo Signorelli nabbed a come from behind victory at the Incas Rally, stealing the win with only a 25 second cushion.

race back to the finish. Parts of the road, they said, were as remote as you could get, and there was no way they could get the support trucks down there in any reasonable amount of time. So, if your support crew didn't carry in the parts you needed on the plane, well, you flew back out. Or stayed there.

Puerto Maldonado was a trip. It was just exactly what you'd expect a South American jungle town to look like. The finish was on the main road coming into town, and we drove there from the airport piled into the back of a stake-bodied truck—the local equivalent of a bus—and once there the grinning driver charged us 5000 *intis* ($1.50) each for the two mile trip, which was highway robbery.

The finish line was dull. Just a 30-foot wide gravel road, so Sid and I hired a three-wheeled motorcycle cab and driver for the afternoon and tooled around town in style. We were blowing the cabbie's mind. The police kept trying to keep him from driving down the road, and we kept waving cameras and yelling *"Prensa!"* (Press!). Each time, they waved him through, and he couldn't believe he was getting away with such serious crimes.

We started heading up the finish road, at an annoying three miles an hour, and we eventually learned from our driver that the road stayed exactly like it was for 152 kilometers. At that pace, we'd be days driving to some place interesting, so we pulled over and made the best of it. Afterwards, he drove us to the military reservation, where the captain saw us paying the driver, and started scolding us for overpaying him. Hey, whattaya want from tourists?



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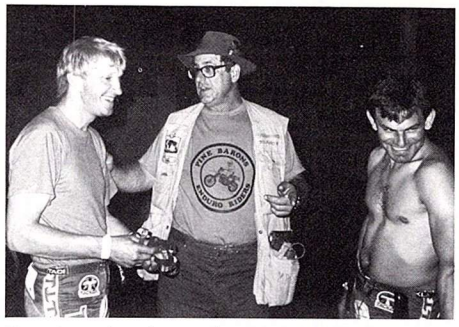
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Bench racing in the jungle. Ryszard Gancewski, Sidney, and Zbigniew Przybyla destroy the German language in an attempt to communicate.

The night was spent weirdly. We were bunked down in the military barracks, 30 bunk beds to a room, no screens on the windows, no doors, and malaria on everybody's mind. Get out the "Off," get on the long sleeves and pants, and cover your head.

Before we slept, though, we were bussed off to the local soccer stadium, wherein the gentry of the area put on a giant feed and entertained us with local kids performing traditional Quechua indian dances. Now this was unlike anything we'd ever done before, and between that feast and the food at the barracks, we were sure we'd all die of dysentery, or worse.

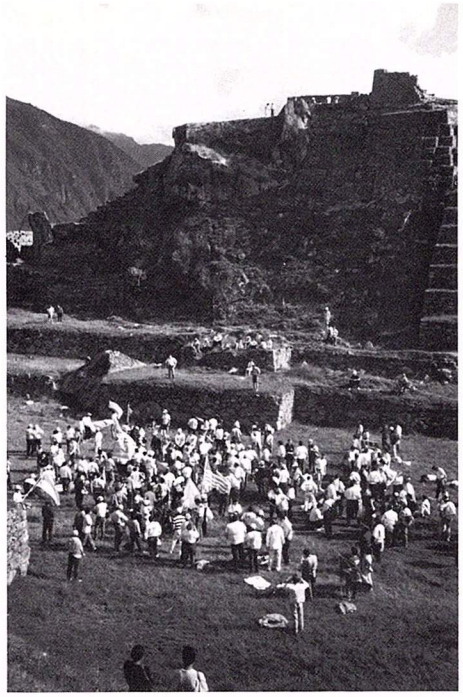
The next morning we were awakened by a bugle revelry at five A.M. Since we were sleeping the the soldier's beds, they had spent the night practicing maneuvers in the fields surrounding the camp, and we heard them carrying on all night long.

There was a trash can full of orange juice, and egg sandwiches for breakfast, which were immediately christened "Egg MacMaldonados" by Sidney. The riders left, and we hurried down to the airport to wait four hours for the plane to get there. When it did, we laid under the shade of the wings while the dead bikes were loaded into the baggage compartments. Airport security? Never heard of it.

RACE TO THE FINISH

When we got back to Cusco, the race was just about finished. To sum up what happened, an Italian rider named Ivan Alborghetti had been leading in the last few days, and he looked like a shoo-in, even though another rider, Angelo Signorelli, had won the stage from Cusco to Puerto Maldonado. Ivan had it in the bag, and then the Michelin Mousse in his rear tire decided to head south, which they do occasionally, even though they like you to think that they can't go flat. The resulting carnage wrecked his rear tire completely, and, without time to stop and fix it, his only choice was to go as fast and as hard as he dared into the finish. He made it, but his overall lead was lost, and he finish *25 seconds* down in overall time to Signorelli. After nine hard days, to lose by that small margin!

The other hard-luck story belongs to the Polish rider Gancewski. He was third overall at the start of the day, and actually had a good chance to win overall, considering Alborghetti's problems. Unfortunately, he wrecked his rear wheel, and he did it much earlier in the jungle than Ivan did. He was stranded there most of the day, but after he



The awards ceremony at Machu Picchu. Two hundred very tired people in the most regal setting in all of Peru.

was picked up by a support truck that was headed back out, the truck broke down and they were finally stuck there for three days! When you'd mention "jungle" or Gancewski's name to his partner, Zbigniew Przybyla, who finished third overall, Zbigniew would crack up laughing. It's good to see that dirt bikers all over the world share the same sense of humor!

The next day we boarded a private train to Machu Picchu, the ancient Incan ruins high up in the mountains. It was a four-hour trip, and to amuse ourselves on the way up we spent most of our time riding on the roof of the train. Since the whole train was chartered by Acerbis, we seemed to be able to get away with anything we wanted to do, a point we noted and planned on making use of later.

Machu Picchu was a wonder. How they could have built it, so high up in rugged mountains, is still a mystery to me; and how Hiram Bingham ever discovered it (1911) is an equal mystery. It's not in the sort of place where you could just be strolling down the road and find a ruin. The mountains are huge pinnacles, sticking up as steep as spear points, and everything that isn't intentionally cleared is thick with jungle vegetation. The view from the top is tremendous.

The trophies were handed out, precious gold and silver mugs, and then we headed back to the train after a fast lunch. We once again filled our "English-speaking car," and with the help of a couple of Finns, a Belgian, two Swedes, two Greeks, a host of Australians and us four Americans, we proceeded to turn the last car of the train into a perfect example of what "rolling pandemonium" might mean. We started by making the stewardess for our car, Catherine, gather all the beer on the train and sell it to us by the case; an unusual request for this journey, apparently, but she complied after a little persuasion.

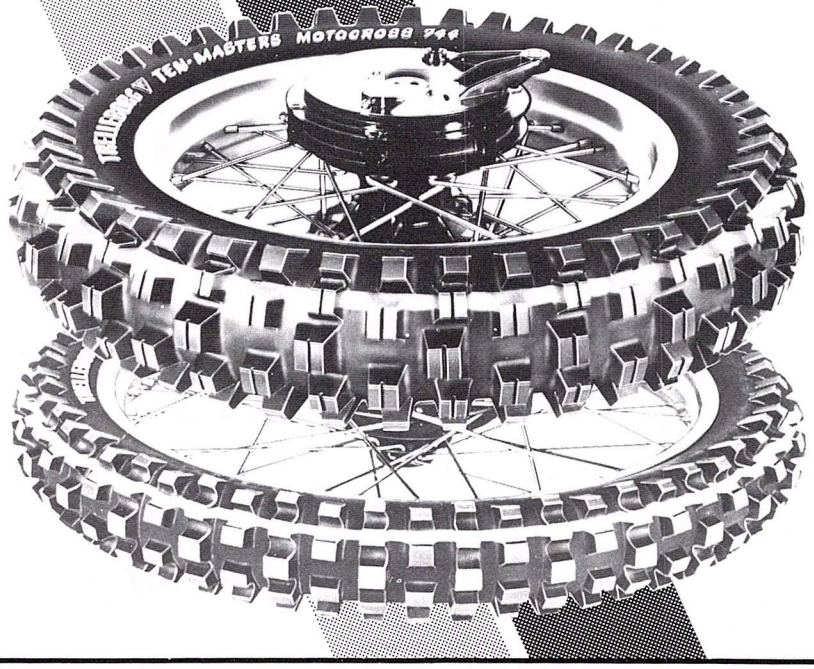
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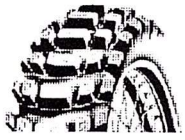
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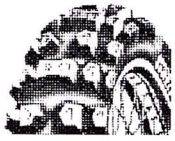


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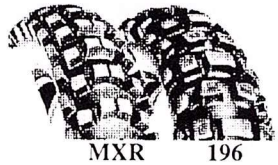
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Franco Acerbis offers his t-shirt to the crowd at our victory party. Franco is the mastermind of the Incas Rally, and the owner of Acerbis Plastica.

Next we started chanting "Sid-ney! Sid-ney!" until he finally came back to see what all the commotion was about (he was socializing in another car at the time, but we got him). We persuaded a native musical group that was serenading the train to come back and play for us, and then started up a chant for Franco Acerbis, the man behind this whole event. Franco finally arrived, rather foolishly I would say, and the crowd proceeded to remove his t-shirt, and would have had his pants, too, if he wasn't so quick. He retaliated by stealing one of our cases of beer and anointing us with it.

Things started happening fast, at that point. Obviously, the last car became the "in" place to be, and everybody on the train tried to cram inside, which was a physical impossibility. The musical group got frightened and left, but a Brazilian guitar player materialized, and then there was a lot of singing in Spanish, or approximate Spanish. We were going strong until Neveu came in and started fistfights, and then it all broke up.

We were proud of ourselves, as we sat back and surveyed the wreckage. Catherine had long ago abandoned us, but we were satisfied, drinking the last few bottles and watching the amber liquid drip lazily from the ceiling of the car. Somebody remarked that we were very lucky, having spent two weeks driving all over Peru, and not coming in contact with any of the terrorists common to the countryside. The car took a lurch around a bend in the track, and we all watched a pool of beer slop across to the other side of the floor, at which point I raised my bottle aloft and announced "Gentlemen, we have met the terrorists, and they are us!"

It was a hell of a trip. It wasn't always fun, and, like the night in the jungle, it was occasionally as uncomfortable as you could get. Only 34 riders finished out of the original 72, and they were pretty beat-up looking, but everybody was strangely satisfied.

The whole experience made me stop and think how much meaner and brutal we take our recreation, as we get older and more jaded with "normal" racing. We want tougher runs, longer rides, and more remote locations to be satisfied. Rallyists are people who are as close to the edge as you can get, looking for something even more wild to give them a thrill, and finding it in races like the Incas Rally. And I shudder to think how easily I might be persuaded to join them again next year. □

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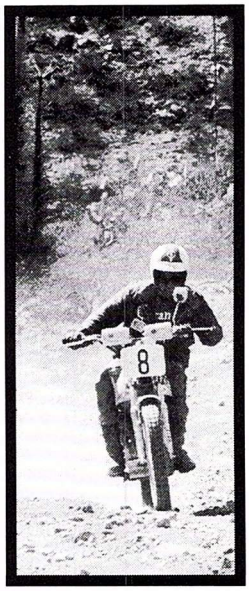
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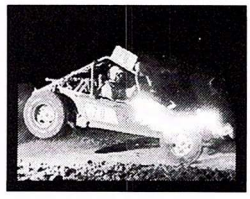
Occupation: President, Hallman Racing USA

Company Description: "We primarily manufacture motocross apparel and safety-related equipment, which we distribute worldwide."

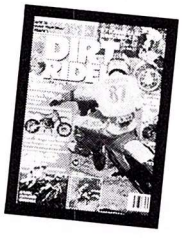
Riding history: "I was playing college football when the local Honda dealer came down with four dirt bikes and wanted to take a picture of the starting backfield sitting on them. I had never been on a motorcycle. They showed me how to start it and I ran around the practice field. I needed a job to get through school, so I said to the dealer, 'Why don't you let me sell these things for you?' I finished my education and taught one semester of biology, but I was making more money on weekends selling motorcycles. My boss asked me to manage one of his Honda dealerships and I've never been back in the classroom. When I quit playing football I got into racing. I rode the first Baja 1000 in 1969 on a motorcycle and have also raced it in cars, winning my class several times with both vehicles. It was while racing that I met my partner, Torsten Hallman, a four-time World Champion."







Magazine: "The best thing about *DIRT RIDER* is the objectivity of the road tests and the fact that you can use them later for reference. You can go back and compare the performance of different machines and have something statistical to look at instead of just a quote saying, 'Hey, that bike handles so great!' You can refer back to the weight, the suspension travel or the torque and horsepower curves, and that's unlike all the other magazines, which just give you some rider's opinion. *DIRT RIDER* is much more objective in that respect."





In Loving Memory of John Bell
Charter Member of M.C.I.
June 4, 1921 — February 2, 1989

Motorcycle Competition Inc., presents the

JOHN BELL MEMORIAL

STUMPJUMPER ENDURO

November 12, 1989 Keytime 8:00 A.M.

$20 Pre-Entry, $25 Post
Super Seniors ride for free

Location: Warren Grove Firehouse, Warren Grove, NJ. EXit 67N on the Garden State Parkway, arrowed from Route 72 and Route 539.

Course: Approximately 90 miles of fun sand riding. This is a true New Jersey enduro!

Lodging: Plenty of primitive camping at the start. Some motels nearby, very close to Atlantic City.

Food: Available at the fire station, also Lucy's famous restaurant will be open all weekend.

Requirements: Motorcycles must have a license plate with a current sticker, headlights and taillights and a working muffler. There will be a sound test at the start. Bring your AMA card and your ECEA card, both will be available at sign-up on Saturday for new riders. No ECEA tests will be given on Sunday morning. NETRA members and other district riders are welcome.

Information: Referee Glenn Wisniewski, (201)477-7058 after 6:30 P.M.

Mailing Address: MCI, 593 Beach Plum Road, Brick Town, NJ 08723.

EAST COAST ENDURO ASSOC.

MCI STUMP JUMPER

AMA SANCTIONED

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

_____AA _____A _____B _____C

_____Senior A (40 +) _____Senior B (40 +)

_____Super Senior (50 +) _____Women's Division

_____4-Stroke A _____4-Stroke B _____4-Stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, sponsors, and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature _____

Vehicle No. _____

Witness _____

Address _____

Participant under 18 must have notarized parent/guardian signature!

_____

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

_____AA _____A _____B _____C

_____Senior A (40 +) _____Senior B (40 +)

_____Super Senior (50 +) _____Women's Division

_____4-Stroke A _____4-Stroke B _____4-Stroke C

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature _____

Vehicle No. _____

Witness _____

Address _____

Participant under 18 must have notarized parent/guardian signature!

_____

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

AMA SANCTIONED

Delaware Enduro Riders, Inc.

2190 South College Avenue • Newark, Delaware 19702

present the

EAST COAST ENDURO ASSOC.

26th Annual

DELAWARE STATE ENDURO

October 29, 1989

Key Time 7:00 AM Eastern Standard Time

Directions: The start is located off US Route 40 on Porter Road at Gloryland Park. Arrowed from Route 40, east or west.

Starting Position: Will be determined by drawing on October 18. Rider information and confirmation will be mailed after the drawing.

Payment: Make check payable to Delaware Enduro Riders, Inc., and mail to above address. **Pre-Entry $20, Post Entry $25. No Refunds.**

Requirements: All riders must have a valid motorcycle drivers license, and all machines must be fitted with a valid license plate with a current registration, and a securely attached, working muffler. There will be a sound test at the start. All entrants must have a current AMA and an ECEA card. ECEA tests for new members will be given Saturday between noon and 7 P.M. No tests will be given Sunday.

Lodging: Unlimited camping available at the start. Motels nearby on Delaware Route 13.

Entertainment: Enduro movies and dance on Saturday night, video tape of run on Sunday (Instant Replay!).

Food: Food and refreshments available Saturday and Sunday. Breakfast available Sunday morning.

Information: (302)738-5975 (Entries) or (302)834-4411 (Referee).

Rhody Rovers Presents the

Little Rhody National Enduro

October 15, 1989

West Greenwich, RI

Key time 8:00 AM

SHORTENED COURSE FOR C. RIDERS, SUPER SENIOR & WOMEN'S DIV.

TROPHIES WILL BE AWARDED IN THE FOLLOWING CLASSES:

AA	B-125	C-200	GRAND CHAMPION
A-125	B-200	C-250	HIGH POINT A
A-200	B-250	C-OPEN	HIGH POINT B
A-250	B-OPEN	A 4 STROKE	HIGH POINT C
A-OPEN	B-SENIOR	B 4 STROKE	HIGH POINT TEAM
A-SENIOR	WOMENS DIV.	C 4 STROKE	
SUPER SENIOR			

Requirements: Riders must have valid motorcycle operator's license and registration, valid A.M.A. card and E.C.E.A. license or N.E.T.R.A. license. All motorcycles must have headlight, taillight, working muffler, and firmly attached license plate. Sound test will be given during sign up.

Location: West Greenwich Volunteer Fire Co., Rt. #3
West Greenwich R.I. (See map on back)
Arrowed from Exit 5A - Rte 95

Information: Bill Haas 401 397-3076
Mike DeCiantis 401 821-8955

Sign up: Open Saturday 2:00 PM to 7:00 PM
and beginning at 6:00 AM on Sunday

Food: The Fire Company will serve breakfast Sunday morning, and food all day — Please support them!!

Camping: Primitive camping at the start. NO OPEN FIRES.
NO RIDING IN THE CAMPING AREA — VIOLATORS WILL BE DISQUALIFIED

Gas Stop: in accordance with A.M.A. rules, a truck will be provided.

Lodging:

1. Congress Inn, Exit 6 - Rt. 95
401-397-3381
2. Holiday Inn, Exit 12 - Rt. 95
401-732-6000
3. Howard Johnson, Exit 15 - Rt. 95
401-467-9800
4. Susse Chalet, Exit 15 - Rt. 95
401-941-6600
5. Best Western, Exit 6 - Rt. 95
401-397-5494

Entry: Make checks payable to: Rhody Rovers M.C.
Pre-entry $25.00; Post-entry $30.00.
Starting position drawn September 12. Only paid entries will be drawn.
A & B rider entries attached to C entries will be drawn with C riders.
Entrants will receive confirmation and starting time by mail. **NO PHONE ENTRIES ACCEPTED.**
Mail entry form and payment to:
Mike DeCiantis Jr.
77 Quaker Lane Rd.
West Warwick, RI 02893

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

Date release signed _____

Description and Location of event: **LITTLE RHODY ENDURO, WEST GREENWICH, RI SEPT. 25, 1988**

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcycle Association and its district organizations, the East Coast Enduro Association, the promoters, Rhody Rovers Motorcycle Club Inc., sponsors and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am upon the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying upon my own judgement and ability, assume all such risks of loss and hearby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

_____

_____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE NO (Area Code) _____ RIDER'S AGE _____ DIST 7# _____

AMA NO _____ EXPIRES _____ AMA CLUB NAME _____

ECEA NO _____ BIKE MAKE _____ DISPLACEMENT _____

**RIDER'S CLASS (check one)

____ A A	____ A	____ Senior A (40 & over)	____ Women's Division
	____ B	____ Senior B (40 & over)	____ 4 Stroke
	____ C	____ Super Senior (50 & over)	____

ALL RIDERS WHO WANT TO BE SCORED FOR NETRA POINTS CHECK HERE ☐

PLEASE FILL IN THE ATTACHED ADDRESS LABELS

_____ _____

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_____ Zip _____ _____ Zip _____

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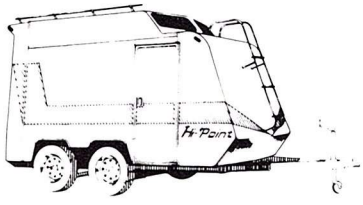
CALL OR WRITE:
1210 N. JEFFERSON ST. #H
ANAHEIM CA 92807
(714) 666-0136

*JART Rollchart Sample

9:27	38.8	24
9:28	39.2	24
9:29	39.6	24
9:30	40.0	24
9:31	40.4	24
9:32	40.8	24
9:33	41.2	24
9:34	41.6	24
9:35	42.0	24
9:36	42.4	24
9:37	42.8	24
9:38	43.2	24
9:39	43.6	24

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1986 Husky 250 Enduro Well maintained. (814)667-2306.

1988 Suzuki RM250 Very low hours, immaculate condition. Ridden only by an old man. No mud or enduros. Exc. motor and suspension. $2195, (404)436-8251.

1987 Husqvarna 250WR Excellent condition, some extras. Ridden very little, never raced, ready to go. $1995. Call Bill, evenings at (508)374-0097.

1989 W.P. Multi-Adjuster Forks With axle, triple clamps, brake hose, fork guards. To fit Husky (can be used on other bikes). Excellent condition, sell for $850 (save over $250). (302)834-7931 or (302)834-3276.

PSI Hot Pipes Half-price sale—all '83-'85 brand-new pipes for Hon, Yam, Kaw, Suz are on sale now until 10/15. Limited quantity available! PSI Inc., (414)787-2430. Wild Rose, WI.

1987 Husqvarna WR250 New Metzelers, water pump, radiator, pipe and hand guards, many other extras. Well maintained, never raced, $2000. Call (207)666-8061 evenings.

1988 KTM 350 Enduro Lots of extras, VG condition, $2400. (201)694-0707.

1988 Suzuki RM250 Excellent condition, ridden very little (not ridden in '89). Some extras, excellent racing or trail bike. $2500 obo, call Rob (603)679-5771 eves.

1985 CR500 Enduro ready with many extras. New clutch, DG pipe, and K139 front tire. Very fast, asking $1200. (508)627-9968.

1977 Yamaha IT400D Less than 1000 original miles, in storage since 1979, perfect condition. Excellent vintage bike, best offer. Call (203)228-3521 evenings.

1987 Husky 430WR White Power forks, fresh chain and sprockets, Metzelers, Answer S/A, Roost Boost. Has all guards, etc. Bought new spring '88, Mass. title and reg. Super clean, excellent condition. Must sell, $1950 or best offer. Also have original forks (unused), complete with clamps, springs, etc. $175. Burlington, Mass. Call Ted, (617)272-8985 eves., (617)275-8245 days.

1987 Honda XR250R Progressive Suspension, never raced, excellent condition, very low miles. Injury forces sale. $1500 obo. Jeff, (914)469-5702.

1987 RM250 Roost Boost, Pro Circuit pipe, new tires & bars, always maintained. $1400 obo. (401)728-0334 ask for Marc.

1987 Husky 430WR Bought new in '88. Mass. reg. New Trelleborg, Metzeler, o-ring & sprockets. Progressive fork springs and softer Ohlins shock spring, ICO odometer, DeVol disc guard, Bark Busters, water pump and master cylinder guard, WES silencer. $2100 or consider trade for '87 510. (617)729-3917.

Wanted: Open-faced Six Days helmet, authentic only, preferably from 1970's. Private collector wants it for ISDE memorabilia collection. (603)889-2334, ask for Kevin.

Free Price List for your bike. Contact Krause Racing for your free computer listing of all accessories available for your machine. Call (312)513-1000 for more details.



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Send $2.00, to cover postage and handling, along with your name address to:
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JT Racing USA

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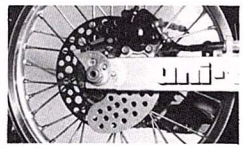
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Pedal Tricks

The Offroad Flexstem



Front suspension for your mountain bike

by Wally Tunison

We all know the beating your body can take when training on your mountain bike. It's bad enough to get done with a rocky enduro and still feel the bars shaking under your hands, yet if you go for a training ride on your mountain bike, it can feel like two enduros in half the time.

Enter the Flexstem from KG Engineering. The Flexstem uses a series of elastomer urethane bushings and a pivoting steering stem to cushion and absorb bumps on the trail. A standard bike, without the Flexstem, has to transfer bump energy straight up through the wheel, fork and handlebars right into your arms. With the Flexstem, the forces move the bike upward while your hands flow with the bump, thus keeping you handling steady and reducing fatigue.

Suspension on bicycles is not a new idea, but springs and shock absorbers are notorious robbers of pedaling energy. Mountain bikers in general, and off road motorcycle riders in particular, have been waiting for a suspension system to emerge from the bicycle industry that won't rob our pedaling energy when climbing, yet delivers a more controlled ride on the flats and the descent. The Flexstem reminds us of the first step dirt bikes took in the early 70's with experiments in long travel suspension. It is the first valid shot at a mountain bike suspension that works. No doubt much more refinement is yet to come.

Using the Flexstem for two months now, in conjunction with an Avocet Gel seat, has given us the best ride yet on a mountain bike. The only complaint we had with the stem is that when you are in a turn, weighting the front end, and you hit something rather solid the stem dives downward, dramatically changing your weight bias and body angle. If you are carrying enough momentum you will more than likely roll through the turn without a problem. However, if you lose your speed too much you can find yourself having to do a recovery movement pretty quick.

This is not a mechanical problem with the Flexstem, it is simply a matter of positioning yourself to prepare for turns differently. If you want to soak up the bumps, you have to accept some measure of compromise. We did try the Flexstem's adjustable knob that changes the shock absorption rate and reduces the stem travel, but it eliminated the Flexstem's ability to flow with the ride. We preferred the stock to slightly stiffer setting for most of our riding.

The verdict? It's pretty neat. It's not like having 12 inches of fork travel, but then you rarely do 40 mph through whoopdedos on a mountain bike. Since any sort of long travel suspension would quickly wear you out on a bicycle, the Flexstem is a great compromise, and a good way to keep from pounding your arms and wrists any more than you have to.

The Flexstem is available in different lengths, 100, 120, 135, and 150 millimeters, and in the two models. The standard model has a higher rise (54 mm on our 135mm test stem) for recreational riding, and the Comp Flexstem has a lower 38 mm rise for competition. The Comp will also mount lower in your ATB for better power positioning, and it comes with an optional elastomer urethane spring for a stiffer ride. Suggested retail is in the $90 range for the standard Flexstem, and $100 for the Comp. You should be able to see the Flexstem at any good mountain bike shop, or contact KG Engineering for availability.

KG ENGINEERING 1-800-556-7355 □
115 Front Street Woonsocket, RI 02895

EASTERN LONG ISLAND M.C. presents

THE NUTCRACKER II

HARE SCRAMBLES
October 22, 1989

Club Pre-Entry $10 Club Member $15 Pre-Entry $20 Post Entry $25

Time Schedule: 7:00—9:30 Sign-up; 10:15 Rider's Meeting; 11:00 Start

Classes: 0—200, 201-Open, Expert, Amateur, Novice, Senior

Starting Place: Toppings Path, L.I.E. (Rt. 495) Exit 71. Follow arrows and directions.

Rider Requirements: All riders must have a valid AMA card. AMA registration available at sign-up. Helmet, boots, goggles, gloves a must.

Course: Approximately 12 miles of tight trails, open trails, firecuts, some whoops. Fun for woods and MX riders.

Information: Bill (516)752-0944 or Lou (516)752-7094.

Please leave mini bikes at home. Any pit racing done by riders or children will result in disqualification of rider. This applies to before, during, and after the event. No bikes may be started, no alcoholic beverages, no camping.
Mail pre-entry to Bill Adamchik, 522 Secatogue Ave., Farmingdale NY 11735

NAME _____ AGE _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
PHONE _____
CLASS _____ BIKE: _____

If the member is a minor, I the undersigned parent or legal guardian of such a minor member execute and assent to the above release in behalf of said member.

PARENT (OR GUARDIAN) _____
_____ SS _____ 198 ___
EVENT _____ DATE _____
ORGANIZER E.L.I.M.C. _____

LIABILITY WAIVER

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event, and its officers and members, the Eastern Long Island M/C and its officers, trustees and members, all other participants in the event, and all property owners over whose property in the event may pass, from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever, which I may suffer or sustain, or which may arise out of or in connection with the event and my parcipitation therein.

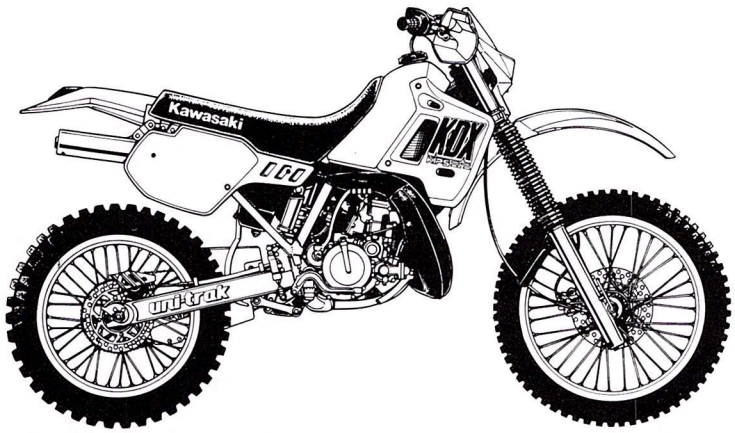
SIGNATURE _____

Signed and sworn to the above parent or guardian before me.

NOTARY PUBLIC _____

NEW ENGLAND MOTOR SPORT

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Kawasaki KDX200 pilots have a solid reputation for arriving at checkpoints on time and winning races, including several ISDE gold medals. And in 1990, it's bound to improve, because the new KDX sure has. It's got new liquid cooling and lots of motocross tech—like the KX125-based 3-stage KIPS, and Uni-Trak shock valves. So it has 14 percent more power, quicker low-end response and sharper handling. Come get yours today!

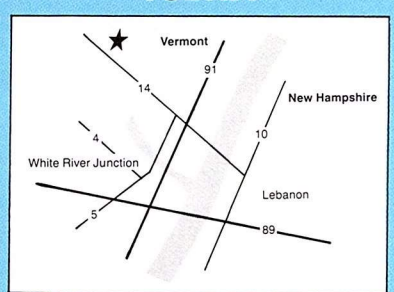
See the 1990 KDX200 now! '89RMX still available!
Call Shawn for great prices!

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SANDY LANE
ENDURO

PRESENTED BY THE

METEOR MOTORCYCLE CLUB

SUNDAY OCTOBER 8, 1989

KEY TIME 8:00 A.M.

APPROXIMATELY 100 MILES

START: INTERBORO GUN CLUB
GREEN BANK, NJ

MACHINE REQUIREMENTS:
ALL BIKES MUST HAVE A LICENSE PLATE AND WORKING MUFFLER. FRONT NUMBER PLATES ARE REQUIRED!

RIDER REQUIREMENTS:
DRIVER'S LICENSE, ECEA CARD, AMA CARD. IF YOU DON'T HAVE AN ECEA CARD, ONE MY BE OBTAINED AT NO COST BY TAKING A TEST ON SATURDAY 1P.M. TO 6P.M. AT THE GUN CLUB. NO TESTS WILL BE GIVEN ON SUNDAY.

ENTRY FEE:
$20.00 PRE-ENTRY
$25.00 POST ENTRY

STARTING POSITION:
DETERMINED BY DRAWING. ENTRIES MUST BE IN OUR POSSESSION BY SEPT. 26 IN ORDER TO MAKE THE DRAWING. ONLY ENTRIES WITH MONEY WILL HOLD YOUR NUMBER. RIDER INFORMATION WILL BE SENT BY RETURN MAIL.

GOOD FOOD:
GREAT SPAGHETTI DINNER SATURDAY NIGHT, FULL BREAKFAST SUNDAY, FOOD ALL DAY SUNDAY. THE INTERBORO CLUB DOES A GREAT JOB WITH FOOD, PLEASE SUPPORT THEM!

MAIL ENTRIES TO:
METEOR MOTORCYCLE CLUB
P.O. BOX 78, GRENLOCH, NEW JERSEY 08032

INFORMATION:
(609)227-4573

Release and Waiver of Liability and Indemnity Agreement

Name _____ **Age** _____

Address _____

City _____ **State** _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ **Expires:** _____

AMA Club Name: _____

Bike Make: _____ **Displacement:** _____

Rider's Class (check one)

_____AA _____A _____B _____C

_____Senior A (40 +) _____Senior B (40 +)

_____Super Senior (50 +) _____Women's Division

_____4-Stroke _____ Vintage

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, sponsors, and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature _____

Vehicle No. _____

Witness _____

Address _____

Participant under 18 must have notarized parent/guardian signature!

_____

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

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MX	4.00x18	$56.95
MX	110/90x18	$64.95
MX	4.50x18	$55.95
MX	150/80x18	$73.95
Multi X	4.50x17	$61.95
Multi X	5.10x17	$64.95
Multi X	4.10x18	$58.95
Multi X	4.50x18	$64.95
MXR	120/90x18	$56.95
MXR	130/90x18	$58.95
MXR199ST	110/90x18	$58.95
MXR199ST	120/90x18	$61.95
MXR199ST	130/90x18	$64.95
MXR299ST	90/90x21	$56.95

DUNLOP

K-139	300x21	$53.95
K-490	275x17	$23.95
K-490	80/100x21	$57.95
K-490	4.10x14	$27.95
K-490	120/80x18	$39.95
K-490	130/80x18	$41.95
K-490	140/80x18	$44.95
K-595	100/90x19	$63.95
K-595	110/90x19	$68.95
K-595	100/100x18	$58.95
K-595	110/100x18	$62.95
K-595	120/100x18	$66.95
K-990	80/100x21	$57.95
K-990	100/90x19	$63.95
K-990	110/90x19	$68.95
K-990	100/100x18	$58.95
K-990	110/100x18	$62.95
K-990	120/100x18	$66.95
K-695	100/90x19	$63.95
K-695	110/90x19	$68.95
K-695	100/100x18	$58.95
K-695	110/100x18	$62.95
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Metzeler H-D Tubes	$14.95-16.95
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C-755(Metz copy)	4.10x18	$23.95
C-755(Metz copy)	4.60x18	$29.95
C-755(Metz copy)	5.30x18	$34.95
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Baja Front Fender	$15.95
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Baja Rear Fender	$29.95
Elba Headlight #Plate	$31.95
Disc Brake Cover (front)	$18.95
Bark Buster Handguards	$15.95
Front Fender Brace	$13.95
Skid Plate	$26.95

IRC

M5B-ST	120/80x18	$39.95
M5B-ST	130/80x18	$45.95
M5B-ST	140/80x18	$49.95
VE-32	300x21	$28.95
VE-33	110/100x18	$41.95
VE-33	510x18	$44.95
VE-33	510x17	$44.95

E.B.C. BRAKES

Disc Brake (All Bikes)	$18.95

GOGGLES

Scott 87 (Over Glasses)	$18.95
Scott 89 (Lexan Lens)	$16.95
Scott 109	$19.95
Smith SMX - CMX	$17.95
Smith SMX w/roll-offs	$36.95
Roll-offs for Scott/Smith	$26.95
Smith Refills 25+4 pack	$ 8.95
Quick Strap	$12.95

CHAINS

Tsubaki	
520x120 QR Pro	$28.95
520x120 O-Ring	$54.95
520x116 O-Ring	$52.95
RK	
520x120 O-Ring	$44.95
520x116 O-Ring	$43.95
Sidewinder	
520x120 O-Ring	$61.95
520x120 EXP	$45.95

SPROCKETS

7075-T6 Aluminum	
38T-45T	**$27**.95
46T-49T	**$29.95**
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CHEMICALS

BelRay MC1	24/c	$64.00
PJ1 Gold Fine	12/c	$31.50
PJ1 Gold Fine Pro	12/c	$43.00
Maxima Super M	12/c	$33.50
Golden Spectro	24/c	$59.00

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Mach 5	$89.95
Elbow guards	$18.95
Pro-Armor II	$69.95
Elbow savers	$21.95
Tool Tech bag	$29.95
Bunsaver II	$20.95
Pro-GP II gloves	$18.95
Enduro Wet gloves	$17.95

AXO

Turbo Plus Boots	$155.95
Series 135 Pants	$109.95
Series 95 Pants	$89.95
Super Jersey Plus	$29.95
#29 Gloves	$27.95
#40 Gloves	$33.95
Superbelt Plus	$29.95
SC-2 Chest Protector	$54.95
AXO Socks	$11.95

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Bullet Jersey	$29.95
Bullet Gloves	$28.95
Rok-Blok	$89.95
Rok II	$34.95

ANSWER

Roost Boost	$48.95
Aluminite Bars	$52.95
Chromoly Bars	$27.95
Oval Silencer	$52.95
Oval S.A. Pro	$69.95
AC3 Chest Protector	$89.95

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Countdown Chartholder	$19.95
Toolteck Bag (Hallman)	$29.95
Genuine Bark Buster	$39.95
Tire Irons	$ 3.95
W/C Plug Wrench	$ 3.95
Safety Wire Kit	$12.95
Plug Protector	$ 1.95

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MS Stage I Pants	$ 69.95
Color-X Jersey	$ 35.95
MS Gore-Tex Pants	$145.95
MS Gore-Tex Jacket	$153.95
MS Pro Comp Jersey	$21.95
MS Pro Comp Gloves	$21.95
MS Enduro Pro Gloves	$25.95
MS Pro Comp Boots	$179.95

BOOTS

Alpinestar Tech II Boots	$169.95
HiPoint Pro Boots Plastic	$169.95
HiPoint GP Pro Boots Metal	$179.95

HELMETS

Bell Moto 4	$149.95
Bell Moto 3	$119.95
Bieffe BX-6	$92.95
Bieffe JBX-6	$79.95

ANCRA

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